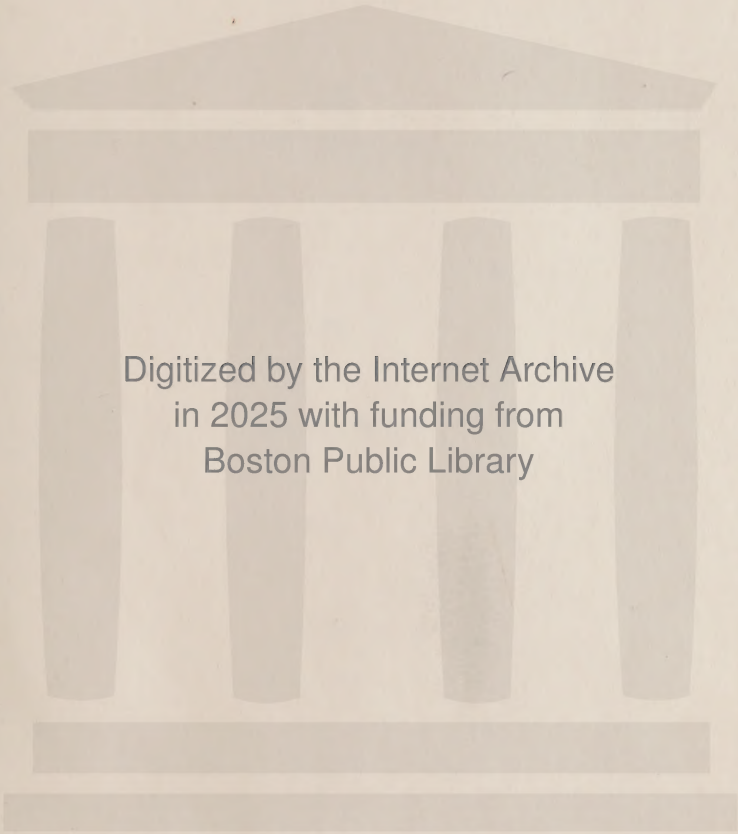


From the Library
of
Jay and Frances Benton

"Middlesex House"
Three Pequossette Road
Belmont
Massachusetts


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https://archive.org/details/jaybentonsillus1945bent_1



"MIDDLESEX HOUSE"
THREE PEQUOSSETTE ROAD
BELMONT, MASSACHUSETTS

THE
ILLUSTRATED DIARY

of

JAY R. BENTON

for

MARCH

1945

* * *
*



March



Spring Thaw

DAVID'S BABY IS BORN!!!

Daughter Born to Lt., Mrs. David Benton

A daughter was born to 1st L and Mrs. David Benton at th Hague Memorial Hospital, Jerse City, this morning. Grandparent are Mr. and Mrs. Edgar L. Procto of Arlington, N. J., and Mr. an Mrs. Jay R. Benton of Belmont Great-grandparents are Mrs George L. Lormond of Arlington N. J., and Mrs. Everett C. Benton of Belmont.

Lt. and Mrs. Benton were marrie at the Army chapel in Sioux City Ia., last April. Lt. Benton, a member of the 8th Army Air Force in the European theater, has received a Presidential citation, the Air Medal with five oak leaf clusters and a battle star to wear on his ribbon for participation in the air-borne attack in Holland. He has completed his 50 missions in the battle zones and is still overseas.

Thursday, March 1st 1945

Great excitement today. Mrs. Procter called by long-distance at 7.40 this morning that Jeanne's Baby had arrived at 7 this morning at the Margaret Hague Maternity Hospital in Jersey City. Everything is fine - For breakfast - orange juice - wheat-germ - minced roast beef on toast. Iced Coffee. to the Square with Frances. Subway. got off at Penn's and ordered at 10 Bouquet of spring flowers, to be delivered to Jeanne as from David. to the office - in touch with the Belmont Papers. then out to see Harold Wheeler managing editor of the "Traveler". then to the "Post" and "Globe" to the Western Union office on Congress St. to wire Peter + Nicholas - to lunch with Everett Lane at 12.30 to the Cafe Rouge - Hotel Statler - had Shortcake of Creamed Fresh Mushrooms. New Green Peas - Roll - Cottage Cheese - Grapefruit Coffee - Looked for frames at Woolworth's - for Cretonne for Gloucester Hammock at R. H. White's - to C. B. Bates, & Jenna for a dozen rolls - Back to the office - Work



HE'S ONE LAMB THAT DOESN'T TAKE ANY RED POINTS

March Arrives Mild and Meek as a Lamb

March arrived like a lamb, today, with mild weather prevailing, and the prediction that it will continue to prevail with temperatures in the upper twenties. This decision was rendered despite the flurry of snow that was experienced in certain sections of New England.

RSDAY, MARCH 1,

The Observant Citizen

Here's March. Comes he like lamb or lion?

✣ ✣ ✣ ✣

This is St. David's Day.

St. David is the patron of Wales, and it is traditional for Welshmen to wear leeks in their hats on his feast. This seemingly peculiar custom of adorning their headpieces with the onion-like vegetables (that is l-e-e-k; not l-e-a-k) stems from the fact that in his time armies were not uniformed and in a melee ("in-fighting") it was hard to tell friend from foe. St. David sagely advised the Welshmen who were going into battle against the Saxons to place leeks in their hats to distinguish them from their enemies.

The legend of St. David is filled with miracles from the time of his birth, about 454, which had been foretold to St. Patrick by an angel 30 years before, to his death at the age of 147.

✣ ✣ ✣ ✣

all afternoon - left at 4.45 with Moody to Allston to learned. Manfield - a stop at Griffin's - Home. little living Room. Went off the wagon to celebrate the Arrival of David's Baby - and also for the first time a Grandfather!

Quite an evening - Girls out - Frances got the dinner - good as always - to Bed early.

John procured for my Pressed Suits at Silverstein's.



Leslie Frances Benton

March first, 1945

Lieutenant and Mrs. David Benton

March 1, 1945

Dearest Grandma & Grandpa Barton!

Well, at long last we have our Spike! She is the sweetest little girl you've ever seen — looks just like Dave, dimples and all. How wonderful! Right now she weighs 5 lbs. 12 oz. Has a just-nice-amount of hair — dark

now, but looks as though it is going to get much lighter. Her head is a lovely shape. All in all, she is quite a beauty for a gal of one day old.

I am so terribly happy. Told Jim, too! Can't wait for the proud Daddy and Grandparents B. to see her.

I saw her for the first time this afternoon about 2 P.M. — although I gave her a "eskey" kiss in

the delivery room shortly after she was born (I'm afraid we both had our eyes closed!)

Dave and I have named her Leslie Frances Benton. — Grandpa B., the flowers from David via you just came! They are so very beautiful — Easter lilies, daffodils, iris, pussywillows. — I am awfully thrilled, Dad — so lovely to have

here beside my bed.

Mom and Dad have been here twice to-day and should arrive now at any minute.

I'll write again in a day or so.

Loads of love,

Leslie's mom

— Also love to Uncle John & Aunt Mary!


ARLINGTON
MAR 1
N. J.


UNITED STATES POSTAGE

IE BOSTON DAILY GLOBE—THURSDAY, MARCH 1, 194

WAR TIME Society

DAUGHTER TO BENTONS—Lt David Benton, USA, and Mrs. Benton (Jeanne Francis Proctor), announce the birth of a daughter at the Hague Memorial Hospital, Jersey City, N. J., this morning. Grandparents are Mr. and Mrs. Edgar L. Proctor of Arlington, N. J., and Mr. and Mrs. Jay R. Benton of Belmont. Great-gradparents are Mrs. George L. Lormond of Arlington, N. J., and Mrs. Everett C. Benton of Belmont.

Lt Benton, a member of the 8th Army Air Force in the European theatre of operations, holds a Presidential citation, the Air Medal with five Oak Leaf Clusters and a battle star for participation in the Airborne attack in Holland. He is now overseas and has completed 50 missions in the battle zones.

The Boston Post
Established 1831
The Independent Democratic Paper of New England

DAUGHTER BORN TO LT. AND MRS. BENTON

A daughter was born to 1st Lt. and Mrs. David Benton at the Hague Memorial Hospital, Jersey City, yesterday. Grandparents are Mrs. and Mrs. Edgar J. Proctor of Arlington, N. J., and Mr. and Mrs. Jay R. Benton of Belmont. Great grandparents are Mrs. George L. Lermond of Arlington, N. J., and Mrs. Everett C. Benton of Belmont.

Lt. and Mrs. Benton were married at the army chapel post at Sioux City, last April. Lt. Benton, a member of the 8th Army Air Force in the European theatre of operations, has received a Presidential citation, the Air Medal with Five Oak Leaf Clusters, and a battle star to wear on his ribbon for participation in the airborne attack in Holland. He has completed his 50 missions in the battle zones but is still overseas.

BOSTON, MASS.

To Lt. David Benton, USAAF, and Mrs. Benton (Jeanne Proctor), a daughter, March 1, at Hague Memorial Hospital, Jersey City. Grandparents are Mr. and Mrs. Edgar L. Proctor of Arlington, N. J., and Mr. and Mrs. Jay R. Benton of Belmont. Great-grandparents are Mrs. George L. Lormond of Arlington, N. J., and Mrs. Everett C. Benton of Belmont. Lt. Benton is serving overseas with the 8tth Air Force.

BELMONT CITIZEN

Published every Friday at Belmont, Massachusetts, by Belmont Citizen, Inc., Gordon B. Seavey, President. Office at 72 Trapelo Road, Belmont, 78, Mass. Telephone Belmont 1500.

Daughter Born To Lt. and Mrs. David Benton

A daughter was born yesterday morning, March 1, to 1st Lt. and Mrs. David Benton at the Hague Memorial Hospital in Jersey City, N. J. Grandparents are Mr. and Mrs. Edgar L. Proctor of Arlington, N. J. and Mr. and Mrs. Jay R. Benton of 3 Pequossette road. Great grandparents are Mrs. George L. Lormond of Arlington, N. J. and Mrs. Everett C. Benton of Belmont.

Lt. and Mrs. Benton were married at the Army Post Chapel in Sioux City, Iowa, last April. Lt. Benton, a member of the 8th Army Air Force in the European theater of operations, has received a presidential citation, the Air Medal with five Oak Leaf Clusters and a battle star to wear on his ribbon for participating in the airborne attack in Holland. He has completed his 50 missions in the battle zones but is still overseas.

BELMONT HERALD

FRIDAY, MARCH 9, 1945

DAUGHTER TO LT. AND MRS. DAVID BENTON

A daughter was born to First Lieutenant and Mrs. David Benton at the Hague Hospital in Jersey City, Thursday, March 1. Grandparents are Mr. and Mrs. Edgar L. Proctor of Arlington, N. J., and Mr. and Mrs. Jay R. Benton of Belmont. Great grandparent honors go to Mrs. George L. Lormond of Arlington, N. J. and Mrs. Everett C. Benton of Belmont.

Lt. and Mrs. Benton were married at the army post chapel at Sioux City, Iowa, in April. Lt. Benton ,a member of the Eighth AAF in the European theater of operations, has received a presidential citation, the Air Medal with five Oak Leaf Clusters and a battle star to wear on his ribbon for participation in the airborne attack in Holland. Still overseas, he has completed fifty missions in the battle zones.

THE COOS COUNTY DEMOCRAT

Lancaster, New Hampshire

Published Wednesdays
Also as Whitefield Times Edition

DAVID M. WHITE
Editor and Publisher

We aim to print the news of Coos and Essex (Vermont) Counties.

Circulation figures always available to advertisers.

Not responsible for errors in advertisements but corrections will be made in subsequent issues.

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TERMS

One Year	*$2.00*
Six Months	*1.25*
Three Months	*.65*
Less than Three Months	*6c per copy*

Entered as Second-Class Matter at the Postoffice, Lancaster, N. H.

WEDNESDAY, MAR. 7, 1945.

A Welcomed Daughter

A daughter was born to 1st Lieutenant and Mrs. David Benton at the Hague Memorial Hospital, Jersey City, March 1st. Grandparents are Mr. and Mrs. Edgar L. Proctor of Arlington, N. J., and Mr. and Mrs. Jay R. Benton of Belmont, Mass. Great-grandparents are Mrs. George L. Lormond of Arlington, N. J. and Mrs. Everett C. Benton of Belmont.

Lt. and Mrs. Benton were married at the Army Chapel Post at Sioux City, Iowa, last April. Lt. Benton, a member of the 8th Army Air Force in the European Theatre of Operations, has received a Presidential citation, the Air Medal with five oak leaf clusters, and a battle star to wear on his ribbon for participation in the Airborne attack in Holland. He has completed his 50 missions in the battle zones but is still overseas.

GUILDHALL, VT.

Announcements have been received of the birth of a daughter in New Jersey to Lt. and Mrs. David Benton. Lt. Benton is still overseas and has completed 50 missions over Germany.

SERVICE DESIRED
CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
Check class of service desired; otherwise the message will be sent as a telegram or ordinary cablegram.

WESTERN UNION

1207

A. N. WILLIAMS
PRESIDENT

$ CHECK
S ACCOUNTING INFORMATION
F TIME FILED

lowing telegram, subject to the terms on back hereof, which are hereby agreed to

MARCH 1, 1945

PETER and NICHOLAS

Apt. No.

No.

FOR VICTORY
BUY
WAR BONDS
TODAY

Place

DAVID'S DAUGHTER JUST BORN HAGUE MATERNITY HOSPITAL JERSEY CITY.

LOVE

JAY R. BENTON

ame and address
eference only)

Sender's telephone number



To the "cozy" people at 3 Pequossette Road, Belmont, Mass.

We're Madder than a March Hare;-/.,¢½3

Learned 9½ minutes ago that-
Jay R.& Francis H.Benton are Grand-parents--Why in Hell don't some one tell us these things ?/.

"CONGRATULATIONS"

However, we're Madder than we were when we started this, from now on, don't "Fence us out",
Tsk-Tsk.

Best to all,

Paul C. Gilman

1 March '45

LT. David Benton
612 99th 40
APO 557, [illegible]

2



0-771886
/ Bomb. R.
APO
3 MAY
1945
POSTAL SERVICE



Lt. & Mrs. Jay R. Benton
3 Pequossette Rd.
Belmont Mass.

...Café Rouge

Thursday, March 1ST 1975

APPETIZERS AND SOUPS

Oysters on The Half Shell . . . 45; with Sauce . . . 55

Small Fruit Cup 25
Cherrystone Clams . . 55; with Sauce . . 65
Cream of Tomato 25
Tomato Juicé . . 15, Large 25
Little Neck Clams . . 45; with Sauce . . 55
Bavarian Lentil Soup 20

Cup of Soup 15

Today's Luncheon Suggestions

(with Rolls and Marmalade or Cottage Cheese)

Broiled Spanish Mackerel, Chive Butter, Creamed New Potatoes, String Beans 85

Baked Lamb Chop with Smothered Onions and Potatoes Champvallon 90

Eggs Scrambled, Country Style, Pan Fried Chicken Livers, Grilled Tomato 75

Braised Oxtail with Rissoto Milanaise 90

Broiled Split Veal Kidney, Slice of Bacon, Creamed New Potatoes, String Beans . 1.00

Swedish Meat Balls with Baked Lima Beans 75

A Shortcake of Creamed Fresh Mushrooms, New Green Peas 60

Fresh Vegetable Plate 75

Three Cup Salad (One of Salmon and Celery Salad, One of Jellied Fruit Salad, and One of Heart of Lettuce) 95

Cup of Soup du Jour; Sliced Ham on Rye Bread 55

Statler Fruit Salad Bowl with Cream Dressing 70

The Chef's Special Green Salad 60

Maurice Salad Bowl (Shredded Lettuce, Julienne Chicken, Tongue, and Pickles Tossed with Special Dressing 85

A Non-Fattening Salad Dressing will be Served upon Request

All prices listed are our ceiling prices unless otherwise indicated, in which case they are below ceiling prices. By OPA regulation, our ceilings are our highest prices from April 4 to April 10, 1943. Records of these prices are available for your inspection.

(Mass. Old Age Tax 5%)

Thursday, March 1, 1945

MENT
patrons
ere are
IIZED,
CES at
pposed
do not
em.

75¢ Suggestion:

STUFFED GREEN PEPPERS, TOMATO SAUCE
BUTTERED CARROTS AND MASHED POTATO
Blueberry Pie
Rolls — Coffee or Milk

Please Do Not Ask For Substitutions

SANDWICHES

Sliced Tomato and Egg Sandwich, Pickles 40
Egg and Olive Salad Sandwich, Pickles 40
Lettuce and Tomato Sandwich 30
Sliced Bologna Sandwich with Pickles 35

DESSERTS

Rice Custard, Fruit Sauce 25

Rum Cream Layer Cake 20
Homemade Cookies 20
Rice Pudding 20
Danish Pastry .... 20 Macaroons ... 25
Brownie (1) 10
Blueberry Pie 20
Apple Pie 20
Cup Custard 20
Liederkranz Cheese 35
Camembert Cheese 30

FRUITS

Iced Half Grapefruit 25
Oranges Delmonico 25
Grapes 25
Fresh Fruit Compote 35
Delicious Apple 15
Baked Apple .. 20; with Cream 25

ICE CREAMS

Ice Cream Pie, Raspberry Sauce 30
Vanilla Ice Cream 25
Coffee Ice Cream 25
Ice Cream Sodas 25
Chocolate Ice Cream 25
Lemon or Raspberry Ice 25

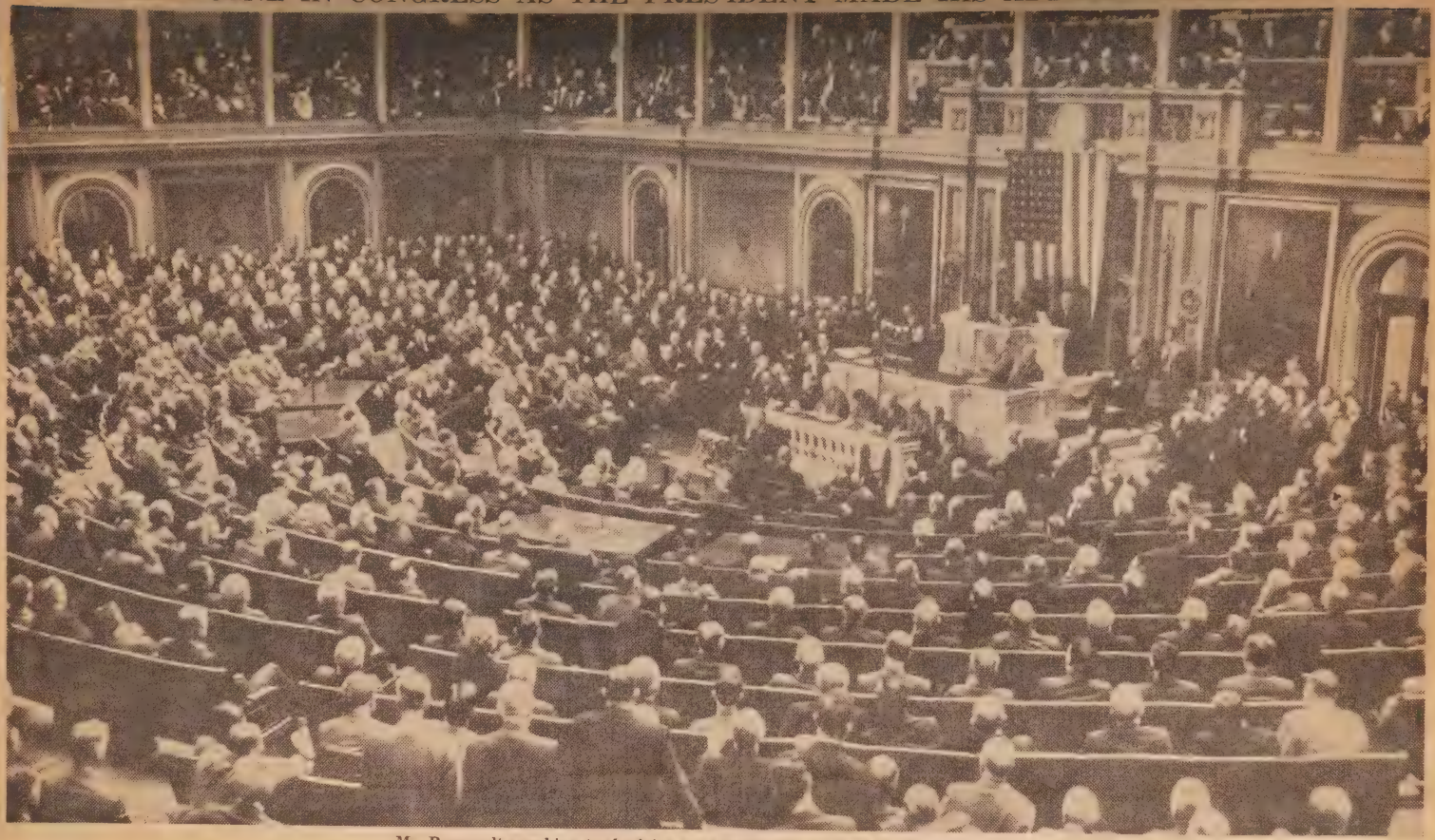
BEVERAGES

Cup of Coffee 10
Pot of Tea (one service per person) ... 20
Instant Postum (cup) 10

THE CAFE ROUGE of HOTEL STATLER in BOSTON

Thursday, March 1st 1945

THE SCENE IN CONGRESS AS THE PRESIDENT MADE HIS ADDRESS YESTERDAY



Mr. Roosevelt speaking to the joint session from the well of the House chamber

Associated Press Wirephoto

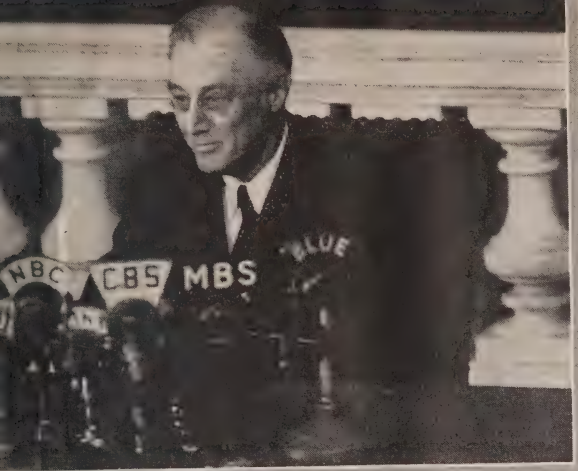
THURS
MARCH
1ST
1945

The President's Report

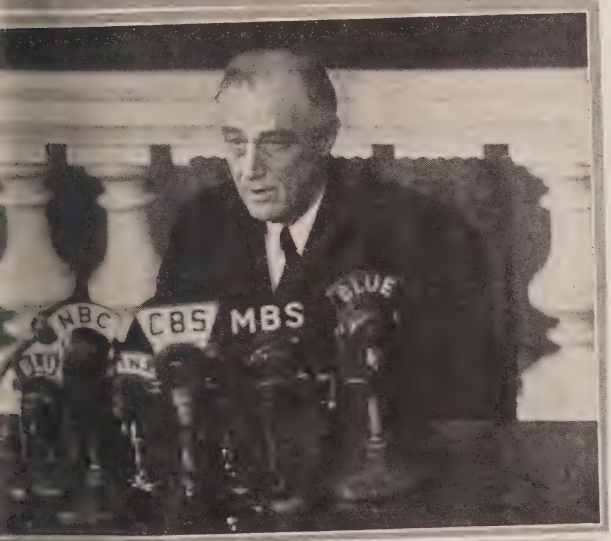
President Roosevelt gave his report to Congress on Thursday, making his first appearance on Capitol Hill in more than two years.

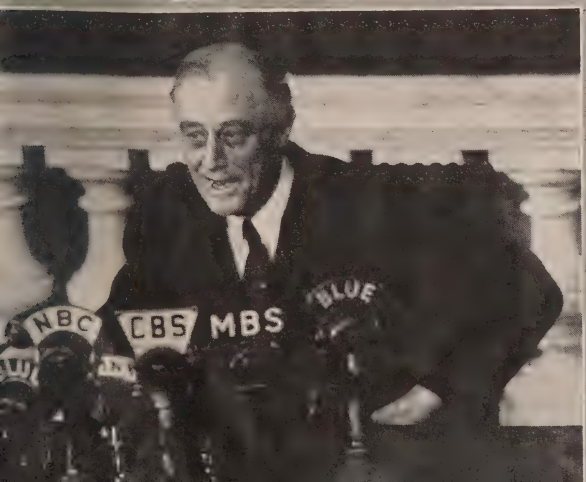
His foremost preoccupation was about the attitude of Congress toward the world security organization which was furthered at Yalta. The question of whether the Crimea Conference would prove entirely fruitful "lies to a great extent in your hands," he said to the Senators and Representatives, for unless Congress supports the decisions, "the meeting will not have produced lasting results." He returned to the subject at the end of his address. "We shall have to take the responsibility for world collaboration," he said, "or we shall have to bear the responsibility for another world conflict."

The President took cognizance of the uneasy feeling in this country that new spheres of influence were in process of formation. He acknowledged that there had, in fact, been such a trend, because the major powers had not worked together closely enough. Now this was to be remedied by frequent consultations either of heads of government or foreign secretaries. "The Crimean Conference," he said, " . . . spells the end of the system of unilateral action and exclusive alliances and spheres of influence and balances of power and all the other expedients which have been tried for centuries—and have failed."



GOOD LOOK AT THEIR PRESIDENT. HE IS TANNED, BUT GRAY AND THIN





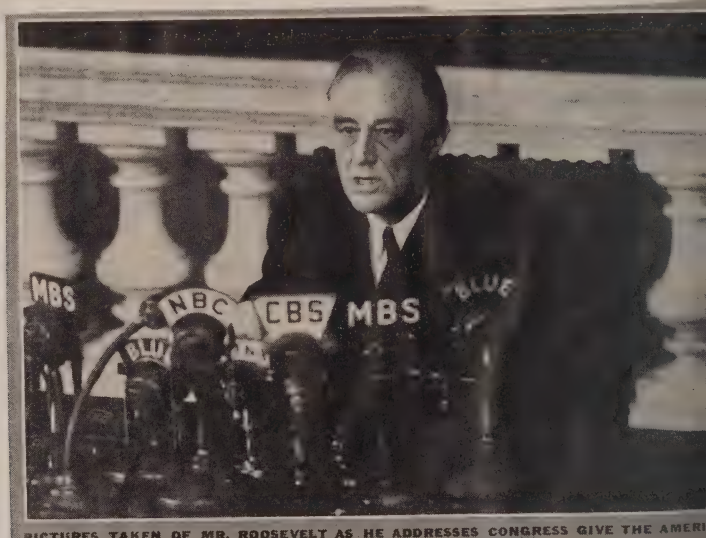
PRESIDENT SPE

Home from the conference at

Roosevelt makes report to Co

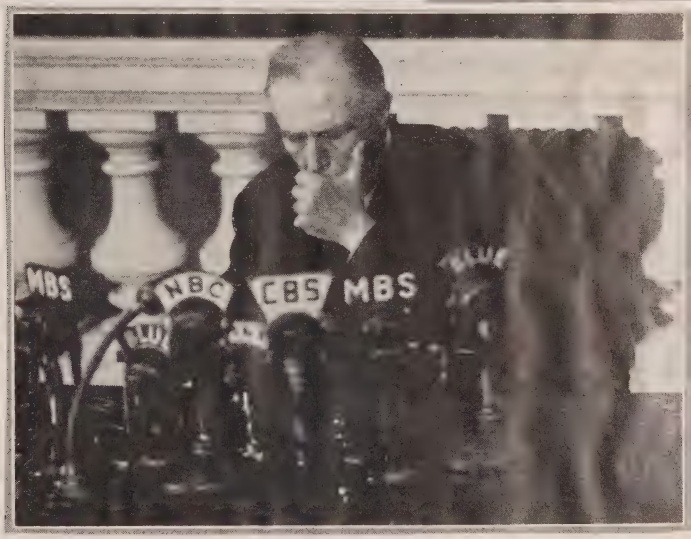
Within 36 hours after his return from the Crimea last week President Roosevelt went before a joint session of Congress to report on the Yalta Conference. For the first time in his many appearances before Congress he spoke from a chair in the well of the House, explaining that he preferred to sit rather than stand because he did not want to be burdened with "ten pounds of steel" braces. But he specifically repudiated rumors that he had been ill. "I am returning from this trip . . . refreshed and inspired. I was well the entire time . . . The Roosevelts are not, as you may suspect, averse to travel."

Chatty and sure of himself, he departed from his text to make several asides such as "There are a great many prima donnas in the world" (an apparent reference to de Gaulle). Such ad-libbing, to which Roosevelt is increasingly addicted, worries his advisers. His message: "We shall have to take the responsibility for world collaboration or we shall have to bear the responsibility for another world conflict."



PICTURES TAKEN OF MR. ROOSEVELT AS HE ADDRESSES CONGRESS GIVE THE AMERI


NBC
CBS
MBS
BLUE


MBS
NBC
CBS
MBS
BLUE

Friday, March Second, 1945

Well, Leslie Frances, (I love your name) you are over a day old -- and two weeks from tomorrow I will be seeing you -- but I expect you will give all your time to your Grandfather -- that will be all right too. I just want you to know how welcome you are and that we are so glad you are a girl. You have a lot to live up to. In the first place, you have the dearest, prettiest, and, best of all, the most understanding mother. A father you will be proud of all your life and some day you will brag about. Then you have Bert and Ed -- bet you will call them that too. And an Auntie Mary who is so thrilled that one might think you were her baby. Then there are your four uncles, who are just going to spoil you to death when they get the chance. Their names are John, Peter, Nick, and Jim.

Of course, you are going to be the best dressed little girl in the world because of your Grandma Bert's talent. I have none, darling, except to love you all so much.

A year ago your Grandpa and Grandma B. were very unhappy because they could not go to your Mother and Father's wedding, but see what a much greater thrill we are getting now going to see you.

Life is funny but always exciting -- and if you are patient and wait (you wait for a long while when you are either hungry or wet -- yell like the Dickens, darling.) Perhaps something better will take the place of that which you were so unhappy about -- just see what happened to us. We love you. Tell your Mother we love her, also, very much. And also our best to Bert and Ed. 'Til I see you and hold you.

Grandmother Benton

Grandmother Benton

"Till I see you and hold you."

Your Mother me love her," also "very much." And also our best to Bert and Pa" You were so unlikely about -- just see what happened to me." We love you." Tell Jerome darling.") Perhaps something better will take the place of that cliche' (You wait for a long while when you are either hungry or wet -- Jail like the life is funny but always exciting -- and if you are patient and wait finally we are getting now going to see you"

could not go to your Mother and Father's wedding, but see what a rough breeze

A year ago June Grandpa and Grandma B. were sadly missing Jerome and love you all so much"

early morning of your Grandma Benton's talent." I have some darling enough to

Of course, you are going to be the most dressed little girl in the

him"

her to tears when they got the message. Their names are Grim, Peter, Gei, and You were Jar Daly." Then there are four uncles, who are just going to spoil call them that too." And an Uncle Harry who is so thrilled that one night thing and some day you will brag about. Then Jim have left and Id -- but you will all" the most understanding mother." A Mother Sue will be proud of all your life to live up to. In the first place, Jac have the dearest President, and, least of Jane how welcome you are and that we are to glad you are a Girl." Jon have a lot your time to your Grandfather -- that will be all right too." I just want you to two weeks from tomorrow I will be seeing you -- but I expect Jon will give all

Well, Leslie Preston, (I love your name) you are over a day old -- and

Peter, Mardi Benson, 1941



"MIDDLESEX HOUSE"
THREE PEQUOSSETTE ROAD
BELMONT, MASSACHUSETTS

March 2, 1945

Well Leslie Frances (I love your name)
you are over a day old - and two
weeks from tomorrow I will be seeing
you - but I expect you will give
all your time to your ~~Grandfather~~
that will be alright too - I just
want you to know how welcome
you are and that we are so
glad you are a girl - You have
a lot to live up to - In the first
place you have the dearest - prettiest
and best of all most understanding
mother - & Father you will be
proud of all your life and some
day will brag about - Then you
have Bert and Ed - but you
will call them that - too. and

an Auntie Mary who is so thrilled that she might think you were her baby and four Uncles who are just going to spoil you to death when they get the chance - Their names are John-Pete - Nick and Jim - Of course you are going to be the best dressed little girl in the world coming to your grandma Berta talent - I have none darling - except to love you all so much - A year ago your grandpa and grandma Berta were very unhappy that we could not go to your Mother and Father's wedding - but see what a much greater thrill we are getting now going to see you - life is funny but always exciting - and if you are patient and wait (you wait for a long while when you sit by a heat - Yell like the Dickens Darling) Perhaps something better takes the place of what you were so unhappy about - Just see what has happened to us - We have you - Tell your Mother we love her very much and also Dad to Bert and Sol - Till I see you

Grandmother Berta

March. 2, 1945

Dear Mr. and Mrs. Bates,

I have I written you for some
time that I feel like a stranger,
when I have been thinking of you so
many times and wished you
well.

For instance I know that Mr. B.
is on the [illegible] and
Mrs. B is still [illegible] in the Red
Cross canteen. I'm better now I have
proper shoes on as the ones I
[illegible] and kept slipping. I have many
things to do and I'm sure
I will not be able to finish
them all before I leave.

We are in beautiful country at the
moment. We have had rough, hilly terrain
armor. I have never seen such green
try, so many wild flowers and
. Champagne [illegible]. They all said up to
Paris.

I can't remember whether I thanked
for your parcel which I believe it or not but I wanted that
Mr and Mrs Bates for it.

To tell you the truth I can't remember
of Paris. It is a high price
planned parties, liquor and blondes.

Napoleons Tomb and the Arch of Triumph
got to the residential section but [illegible]
[illegible], then went to the Palace of Justice.

Naturally all I think about is getting
the time over with. [illegible]
[illegible] [illegible]

I wish I [illegible] I
could think of [illegible] and see
the way you are carrying on. I [illegible]
[illegible]

But all this must be over soon. I
hope. I'd [illegible] tear on [illegible]
and get [illegible]. This is funny
that [illegible] and to seeing your mother soon.

My love to you both and my
wishes that we were all together soon.

Love

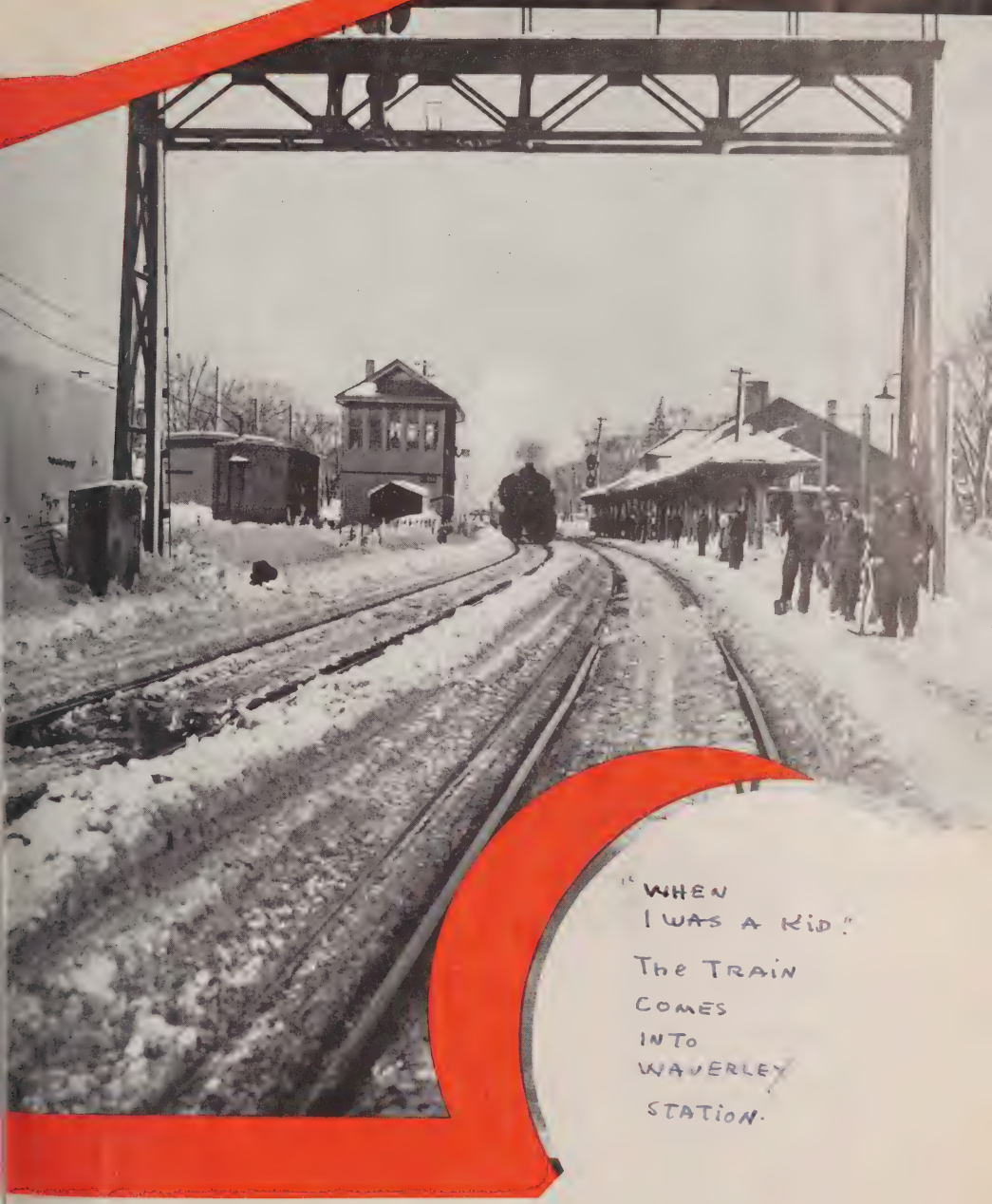
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WINTHROP S. JAMESON
[illegible] BTRY A 212 AAA
[illegible] C/O P.M.
[illegible], N.Y.



U.S. ARMY POSTAL
256
MAR
5
1945

VIA AIR MAIL



"WHEN
I WAS A KID."

THE TRAIN
COMES
INTO
WAVERLEY
STATION.

MASSACHUSETTS FOUNDATION
Eleven Beacon Street
Boston

February 19, 1945

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

This confirms our telephone conversation of this morning and advises that I have reserved Room F, Union Club, Boston for Friday, March 2nd at 12:30 p.m. for the meeting in question. This will be posted in the name of Mr. R. W. Bird.

I will appreciate your advising me on Thursday, March 1st the number coming from your party so that I may give the correct count to the Union Club.

Very cordially yours,

Irving L. Spear
Executive Secretary

ILS:AC

BOIT, DALTON & CHURCH
INSURANCE
89 BROAD STREET
BOSTON 10

C. CHURCH
C. HEWITT
GAHAN
K G. FARQUHAR
GRAHAM
H. KING

Telephone
HUBBARD 3100

February 28, 1945

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Company
Boston, Massachusetts

Dear Jay:

I shall plan to be at the Union Club Friday for the meeting with Reginald Bird. I have taken care of my other meeting through one of my partners.

Sincerely yours,

R.C.C.

FCC/BW



← *Boston, looking down on Tremont Street and a corner of Boston Common. Old Park Street Church in foreground.*

MAR. 2. 45

War Bulletins

Yank Push Into Rhineland

The Allied drive towards the Rhine has won rich military prizes, some of the richest in the battle for Germany.

Actually, the American advances mean that the German strength before the Rhine is crumbling and that some of the most prosperous mining and industrial sections of all Germany are now in Allied hands.

WARM SPELL TO LAST TODAY

Clear Skies Also Forecas for Boston

Yesterday's clear mild weather a over New England is due to be re peated today, the weather man sai last night. In Boston the temperatur ranged to a high of 50 degrees, and i Portland it reached 49 degrees. In fac throughout the whole area it was t the 40's, except in northern Maine, was stated.

Even the March wind was gentle yes terday, and this, too, should be th order today.

Tomorrow it may become overcas and grow somewhat colder, the weathe map indicated.

Friday, March 2nd 1945

Woke up tired this morning. For breakfast - Orange juice - Wheatgerm. Scrambled eggs - Salt mackerel. Roll. Iced coffee. took gray slacks up to Weinstein's to have cuffs put on. Papers at Sams. Car all the way to town. 'Mike' Fahey talked all the way to Park St. Office - over to the Bank early to take out Bonds - Maynard Harris of the New England Trust came over to confer with me. out at 12.10 to Kirstein Branch Library to get exact address of the Jersey City Hospital. At 12.30 to the Union club for an important luncheon conf. on the Port Bill and allied matters. Present were - Fred Church, H. D. Hodgkinson, Wm. K. Jackson, Blake C. Brett - Reginald W. Bird T. Jefferson Coolidge, Ralph Lowell, Charles E. Cotting & Irving L. Shear. Had oysters on the half shell. Fried Scallops - Tartar Sauce. Green Peas - Roll - Vanilla Ice Cream.

Afterwards to Penns to order a bouquet of spring flowers to be delivered to Jeanne from Frances and me. To Woolworths for ~~post~~ Cards + Back to the Office — worked to 4.45 - then with Moody - Wakefield again - to Alston then home. Being tired went right to bed - Jane brought us my dinner — Hot Potato Soup. Broiled Halibut. Stuffed Potato. Green Peas - Sliced Cucumbers Cream of Tartar Biscuit. Milk - Banana Shortcake. Read a lot of Papers and Expect out at 11.

This Is a German Town—After Yanks Arrived



Tanks of the American 9th Army stand in the square of the bomb-torn German

RAF photographers in low-flying reconnaissance planes took these pictures on



This air view of Muenchen-Gladbach shows the hollow shells of buildings—and a church which was left untouched in accurate Allied bombing.

Sgt. P.J. Benton
OMS-51 MCAS
Mojave, Calif.





U.S. MARINE CORPS

March 3, 1945

Dear Mom and Dad,

Congratulations! Three regular super cheers for the new girl. Yes, a girl, everyone I know is having a girl and by the time they're twenty, I'll only be able to handle about ten. I hope you don't feel any older being grand-parents because I don't and already I'm a pip-squeak of an uncle. I can't say how happy I am to be one either.

We had a blizzard the other night, not the usual sixty mile gale complete with sand but snow. I had to get up in the middle of the night and go to work and if I could have seen anything my feet would have been soaking wet but I couldn't and managed to stay dry. It fell to a depth of four

inches so nobody got stuck.

There's only four of us left so we do the work of twelve men these days. It's a snap.

I lost a fingernail again. That makes two. One at Guildhall and one in mosaic. I'll take Guildhall.

Dave ought to be pulling in any time. If he pulls in on this coast I might be able to see him. We can discuss campaigns. He - Europe and me - The Carolinas (north and south).

Had a great time last week end. Saw Ken Murray's "Blackouts of '45" which was super. I'll send the programs to you. Met the author of "Jazz" for Esquire. He cut me an original of a jam session out here. Wants me to be his guest but I have too much work.

Love,
Peter

Lt. P.J. Benton
MS-51 MCAS
Mojave, Calif.



U.S.
MAR 5
10 AM
1945
NAVY

Mr. and Mrs. Jay R. Benton
3 Pequossette Road
Belmont, Massachusetts

PAR AVION
AIRMAIL
CORREO AEREO

WARMEST FOR DATE SINCE '23

Mercury Soars to 61 to Set Record

If you thought it was warm yesterday you were very, very right. The heat broke the record for the day.

At the East Boston weather bureau a maximum temperature of 61 was recorded at 4:30 p. m., one degree above the old record of 60 degrees which was established in 1923.

The day had another claim on the attention of New Englanders, for it was the warmest day since last Nov. 4 when a reading of 68 degrees was recorded.

GET RAIN TODAY

Expected to End Tomorrow Morning, However

It looks like rain for today, the weather man said last night, but it ought to end tomorrow morning so as not to make the first week-end in March altogether an unpleasant one. The rain probably would start this morning, he said. And it may end Sunday morning and clear up for the rest of the day. Temperatures should remain mild, turning a bit colder Sunday, it was added.

Saturday, March 3rd 1928

It has been raining since the middle of the night - it is dark and a dreary day weather wise - Jane brought up my breakfast at 8.30. Orange juice - oatmeal - creamed halibut + egg on toast - Iced Coffee + Read the "Herald" and John also procured the "Post" and "Globe" for me - shaved and fixing test tubes. At 11.30 went down to Harvard Square with Frances - Saturday morning "fun" shopping. Mailed letters and papers at the Post office there - to the Harvard Coop - but they had no moth balls - to the Greeks for newspapers - to Kemp's for a pound of Virginia peanuts and a half-pound of assorted nuts + to Sage's for a dozen Boston rolls and 2 Bags of candy and a Bag of molasses popcorn + to Clark's for a carton of 60 Watt Light Bulbs + to Levandos for my spring suit and Tol coat cleaned and pressed. Frances also busy shopping - to "Wursthaus" for Smoked Salmon in Oil, Imported Salami, 2 Cans of Anchovies, Cottage cheese, 4 Egg Plant, Romaine, Scallions, Native Lettuce, & Lima Beans, Cranshaw Melon,

War Bulletins

Big Victories In Rhineland

American Ninth Army troops have driven to the Rhi River. The fortress city of Duesseldorf is under fire from gu just 1½ miles away. The towns of Krefeld, Venlo and Roe mond have been captured. The Moselle valley citadel of Tri is in American hands. Over 3500 Allied planes have joined th pay-off battle.

And a stop at Griffins — 30 Tons — 2 glasses spiced coffee. Before Lunch I potted 3 Amaryllis Bulbs and 3 calla Lily Bulbs — for lunch and good — Oysters on the half shell — Roast Beef in gravy on half a Bulkie Roll — milk — Cake fruit — Put the 3 new filling fabrinets beneath the West Eaves — for Frances put up the winter shutters on both ends of the sleeping porch — she took a swoop out there in the sun — it was a warm balmy afternoon — cool in the shade. I rested from 3.30 to 5 o'clock + Before that had gone up to Cushing Square with John to get 24 feet of electric light extension Cord. John + Mary Left at 5.30 to go down to Cambridge for another session of the Harlow Hop Scotch Club. Pat. + Louise came at 6.30 for dinner — Some more of Pats fall Stalks + Dinner. Antipasto Pimpke. Oyster Pan Fry. Green Peas. Hamburger Cheese + Hard Tack Crackers + Little Athletic +

(They left at 5 A.M.)

BOSTON MARINE GUIDE

All information in the "Boston Marine Guide" is subject to error, change and or variation without notice.

SATURDAY, MAR. 3, 1945

Entered as second class matter June 5, 1922, at the Post Office at Boston, Mass., under the Act of March 3, 1879.

LEGISLATIVE HEARINGS ON PORT OF BOSTON BILLS

Hearings on a number of bills bearing on the Port of Boston and related subjects are scheduled for committee hearings at the State House during March, as follows:

HARBORS AND PUBLIC LANDS: Room 489, 10:30 a. m.

Mar. 8, S. 299, Provision to be made for dredging of Belle Isle Creek between Boston Harbor and Chelsea Creek.

Mar. 15, S. 363, Relative to the transfer of the facilities of the East Boston airport and for building of dock facilities on the land made vacant.

Mar. 15, H. 194, Bill (Accompanying House No. 184, recommendations of the Department of Public Works) relative to authorizing said department to acquire property for the development of Boston Harbor.

Mar. 15, H. 316, Petition that the Department of Public Works be authorized to construct state piers in the East Boston and South Boston districts of the city of Boston.

Mar. 15, H. 1592. Petition that Department of Public Works be authorized to make provision for the further development of piers, docks and other structures in Boston Harbor and adjoining land.

Mar. 22, H. 1544, Final report of the committee on Harbors and Public Lands authorized to sit during the recess of the General Court for the purpose of making an investigation and study relative to the zoning for maritime use of certain property in the city of Boston bordering on Boston Harbor.

Mar. 22, H. 1575. Final report of the joint committee on Ways and Means authorized to sit during recess —so much as relates to repealing provisions of law authorizing the Department of Public Works to acquire certain waterfront properties in the City of Boston, to construct a pier thereon and to lease the same.

HIGHWAYS AND MOTOR VEHICLES: Rm. 489, 10:30 a. m.

Mar. 15, H. 1599, Petition of Chelsea Chamber of Commerce, members of the General Court and others that the Department of Public Works be authorized to lay out and construct a high level bridge over the Mystic River between the cities of Boston and Chelsea and for the removal of the Chelsea North Bridge.

STATE ADMINISTRATION: Room 423, 10:30 a. m.

Mar. 14, S. 283, Petition for legislation to create a Port of Boston Reconstruction Commission and to define its powers and duties.

Mar. 14, H. 763, Petition for creation of a board of directors for the Port of Boston.

Mar. 14, H. 1032, Petition for creation of a state port and airfield commission to develop port and air facilities on the waterfront properties of the Commonwealth.

Mar. 14, H. 1175, Petition for a study by a special commission relative to unified power, transportation, land-use and other resource-use planning and development on a regional basis through federal, state and local co-operation.

Mar. 19, S. 1. Governor's Address. So much as relates to the creation of an authority to have powers consistent with its responsibility for the full development of Boston Harbor.

Mar. 19, S. 39, Petition of John F. Fitzgerald for legislation to grant to the Boston Port Authority entire control and management of the Port of Boston.

Mar. 19, S. 216, Petition of Jay R. Benton, General Chairman, Executive Committee of the Greater Boston Development Committee, that the Boston Port Authority be abolished and a Port of Boston Authority be established and that its powers and duties be defined.

(NOTE—This is one of the important bills affecting the Port of Boston, as it is the much talked of bill for a general revamping of the structure, duties and activities of the Boston Port Authority, in fact, the creation of a new body to take the place of the present one, but with far greater authority.)

Mar. 19, H. 684, Same as S. 216.

Many of the Boston port interests, trade organizations and industrial firms in this area will be affected by the contents of these petitions and proposed legislation, and they should all investigate the contents of the petitions and appear before the committees to express their views.

It is understood that while the above dates are the ones now set for these hearings, some of them, at least, may be changed to suit conditions.

"PORT OF BOSTON" LUNCHEON Thursday, March 15th

To hear of the post-war plans for the Port of Boston and New England commerce, various port and industrial organizations, 22 in all, are sponsoring a Port of Boston luncheon, to be held in the main ballroom of the Hotel Statler, Boston, on Thursday, March 15th, 12.30 P.M.

Speakers at this luncheon, who will discuss what is "in the cards" for the Port of Boston and New England, include Governor Maurice J. Tobin; William K. Jackson, President, Boston Chamber of Commerce; Ralph E. Flanders, President, Federal Reserve Bank; Jay R. Benton, Chairman, Greater Boston Development Committee; members of the Legislature and other distinguished leaders in port and industrial New England.

Tickets are $2.50 each, with table seating ten, $25.00. Checks should be made payable to and reservations made with the Maritime Association, 80 Federal St., Boston 10, Mass., telephone Hancock 1250.

NEWS OF INTEREST

[illegible] and chairman of the [illegible] Committee for Port [illegible]

[illegible]ry outstanding busi[illegible], industrial firms, labor union representatives, is included on the committee. Vice Chairman of the committee is Jay R. Benton, chairman of the Greater Boston Development Committee, which is sponsoring the new legislation for creation of a Port of Boston Authority with enlarged powers and duties. (MARINE GUIDE, Jan. 13, Feb. 17).

Representatives to serve on this committee have been named from practically every important industrial city and from many of the leading industrial firms in those cities in order to secure, as far as possible, general representation from all parts of the Commonwealth, to assure a fair cross section of opinion and thought from all sections.

Tobin Will Discuss Port's Postwar Plans

Boston
SUNDAY
HERALD
MAR. 4, 1945

Gov. Tobin will discuss postwar plans for the Port of Boston at a luncheon Thursday, March 15, at the Hotel Statler, under the auspices of the Maritime Association of the Boston Chamber of Commerce and 21 New England trade and labor organizations.

Also speaking at the luncheon will be William K. Jackson, president of the Boston Chamber of Commerce; Ralph E. Flanders, president of the Federal Reserve Bank; Jay R. Benton, chariman of the Greater Boston Development Committee; members of the Legislature! and leaders of organizations interested in the Port of Boston.

BOSTON NEWS BUREAU

Monday, March 5, 1945

—o—

A PORT OF BOSTON Luncheon will be held at the Hotel Statler on Thursday, March 15, at 12.30 p.m. under the auspices of the Maritime Association of the Boston Chamber of Commerce, in cooperation with other local civic bodies and labor organizations. The theme of the meeting will be "Action Today To Achieve The Port of Boston of Tomorrow."

The postwar plans for expansion of the port will be outlined by several speakers, including Governor Maurice J. Tobin; William K. Jackson, president of the Boston Chamber of Commerce; Ralph E. Flanders, president of the Federal Reserve Bank of Boston; and Jay R. Benton, chairman of the Greater Boston Development Committee.

Port of Boston Show at Hotel Statler

The Maritime Association of the Boston Chamber of Commerce, in cooperation with 21 New England civic, trade and labor organizations will sponsor one of the greatest demonstrations, ever witnessed here, to revive the Port of Boston on Thursday noon, March 15, at 12:30 o'clock at the Hotel Statler. The occasion will be marked with pageantry featuring colorful displays and exhibits. The theme, "This Is It," and the slogan, "Action Today to Achieve the Port of Boston of Tomorrow," will feature the memorable get-together.

Gov. Tobin, William K. Jackson, president of the Boston Chamber of Commerce; Ralph E. Flanders, president of the Federal Reserve Bank; Jay R. Benton, chairman, Greater Boston Development committee; members of the General Court, labor and other distinguished leaders will address the meeting.

Saturday, March 2 - 1935



COLD MOTORS CAUSED BOILING TEMPERS—While these cars remained tied up at Beacon-st carbarn, workers sought out cabs, waved their thumbs, and finally gave up and trudged another block, hoping some passing motorist would pick them up.

Thousands of enraged and disgusted shoppers and commuters jammed Boston Elevated terminals and car stops from Lechmere to Lake street and Reservoir today as the first strike of Boston Elevated employes in years—a strike which both union and company indicated was unauthorized—halted all service.

Service Club
CAMP BLANDING
FLORIDA

Dear Folks—

March 7-1945

Just a hasty note - excuse pencil but didn't have pen with me —

Thrilled to be an uncle — thrilled to get ~~that~~ special diploma from Exeter —

~~Sent here a few days ago~~ ~~as you~~ ~~[illegible]~~ ~~[illegible]~~ changed to another company — I've just finished my 8 weeks basic and have been with the co. of 250 to go to a specialists company — I'm next in line for the company — as you know from that [illegible]

Sunday, March 4th 1945

Woke up at 6. Caught up on my scrap book - Down for the Sunday paper - Jane brought up my breakfast at 8.45 - Orange juice - oatmeal - Philadelphia Scrapple - Fried Eggs - Toasted English muffin - Iced Coffee - What 9.45 - fixed the extension light under the West Eaves and did some filing from 10 to 11.15 - Then shaved and dressed and went over to call on Mother at 11 Oak Avenue - stayed until 12.55 - then Back to the house and with Frances, John & Mary over to Pat & Louise's - but being on the wagon and not smoking it was not very exciting for me + Back home at 2.30. then a good dinner - Chicken Soup Broilers + Boiled Rice + Fried egg Plant and delicious + A special tomato & Chic Salad - Limburger Cheese + Ryvita Crackers - Milk - Banana Shortcake. Then Back to work again beneath West Eaves. for an hour and a half - finally

got all the files rearranged. Quite a long and fussy job - after that undressed and down to my room + did up four bundles of papers and magazines to send David, Peter, + Nicholas + Rested - drafted a long detailed letter to have typed and mailed to the three Boys tomorrow. Frances Brought me up a snack supper at 7.30 - a club sandwich - a glass of milk - and a dry cut up pear + banana fruit cut. Many went out this evening - but John stayed home. I closed the day by reading the Sunday papers +

SENT TO DAVID, PETER, & NICHOLAS

Sunday Evening, March 4, 1945

Some time has passed since I last put everything aside and drafted you a day by
ccount of what has been going on at home -- a narrative of the occurrences which I
you would like me to relate. Of course, the supreme outstanding news was the
al of David and Jeanne's baby on the first day of this month. Mrs. Proctor called
lf past seven that morning telling us of the arrival of the baby girl just a half
before. As you can imagine, everything was in a whirl from then on, what with a
to David, wires to Peter and Nicholas, flowers, the press, passing out cigars --
hose traditional attentions that come with a baby's arrival in a well ordered family,
pecially when a man becomes a grandfather for the first time. The young lady
ed at the Margaret Hague Maternity Hospital, on Baldwin Avenue in Jersey City,
ed five pounds twelve ounces, and has been named Leslie Frances Benton. We are
o happy here about her name. To me it seems so genteel -- so graceful -- so
ed -- so apposite -- constantly reminding one that the young lady has been devinely
ed with those qualities by her sweet and gracious mother. It was to be regreted
the exigencies of this war did not allow David to come overseas before his daughter
ed, but he is expected momentarily and his arrival will be filled with happiness
ejoicing.

Now let's get back to more mundane affairs. I believe my last long letter to
as on February 18th, so I will carry on from there. On Monday the 19th, Mother
to the dentist's. I returned the hedge clipper to Walter Boireau that Peter had

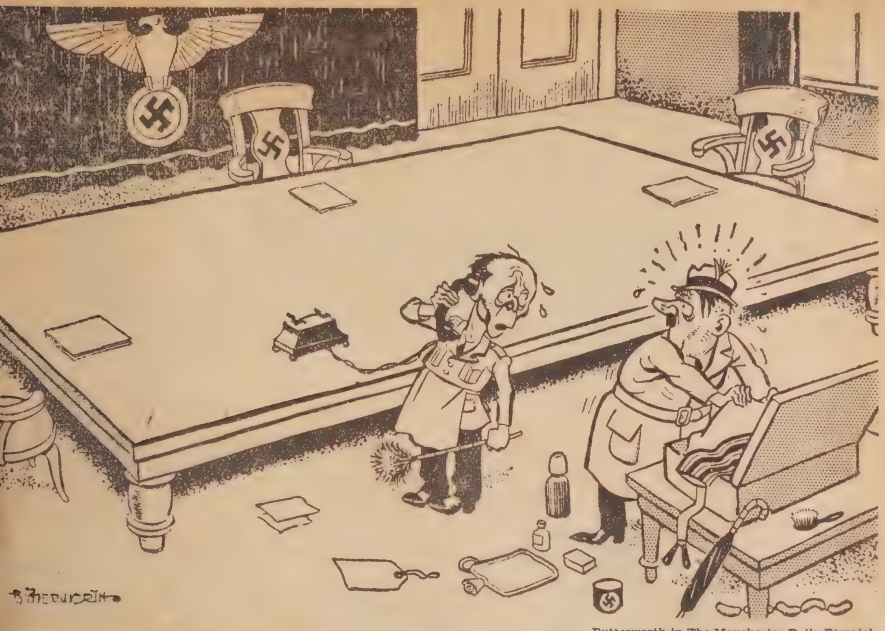
ed. Bought a new felt hat at Collins and Fairbanks and, on the way home, talked
r. Burke about Billy being in the Phillipines. Tuesday, February 20th, bought a
f red bed socks at Hewins & Hollis and went to lunch at the "Knockers" Club. After
your Mother, John, Mary, and I had some fun trying to locate Lincoln pennies to
Coin Book that was given me -- the dates run from 1909 to date. There are 112
to be filled and so far we have filled 61. Wednesday, February 21st. This was
date for David's baby to arrive. A busy business day with meetings of the Board
tors and the Finance Committee. Thursday, February 22nd. The holiday. Torrentia
urned the streets into hazardous ice lanes; everybody stayed right in doors today.
lot of work on my scrapbooks. Friday, February 23rd. Had my quarterly check-up
doctor's and everything was O.K. Saturday, February 24th. Down to Harvard Square
ur Mother to do some shopping -- left a dining room chair at Erhard Johnson's to
ired and told them to come and get the Gloucester Hammock so as to recover it.
ther bought a bunch of asparagus, the first of the season; I, an azalia plant for
tle living room. Sunday, February 25th. A robin was singing across the road and
as roast beef for dinner so it was quite a day. Monday, February 26th. Took
diplomas, certificates, etc., to be framed and to be hung in your respective
Bought some amaryllis and calla lily bulbs to start at home. Did my State Income
urn -- not so much fun. Took Judge Leary to the Beacon Society dinner this evening.
Feb. 27th, took in a large carton box of clothes to send David at Arlington.
"Knockers" Club for lunch -- Broiled Tripe - Mustard Sauce. This evening to the
nana to attend a victory dinner of our Boston District Office -- saw an amusing
m "Nellie, the Farmer's Daughter". Corny but good. Wednesday, Feb. 28th. Had
t Steuben's and looked for cretonne for the hammock at Jordan's but could not
ything that was satisfactory. Thursday, March 1st. This was the Big Day -- the
of Leslie Frances Benton -- as written above. We had a real celebration at
Friday, March 2nd. Had lunch at the Union Club. To Penn's to send a bouquet
ng flowers to Jeanne from Frances and me. Saturday, March 3rd. It rained in
ht but later the day turned into a fine warm spring day. It was the warmest

[illegible] later the day turned into a fine warm spring day. It was the warmest [illegible] flowers to Jeanne from Eleanor and me. Saturday, March 3rd. It rained in [illegible]day, March 2nd. Had lunch at the Union Club. To Penn's to send a [illegible] Leslie Freeman Easton -- as written above. He had a real celebration at [illegible]ing that was satisfactory. Thursday, March 1st. This was the Big Day -- the [illegible]reman's and looked for weakness for the Dunmook at Goodman's but could not [illegible]. Ugh, took in a large portion box of clothes to send Davis at Jefferson. [illegible] -- not so much fun. Took Judy Leary to the Junior Society dinner this evening. [illegible] night home exhausted and sadly ill! Bolls to start at home. Did my state income [illegible]pliance, certificates, etc., to be typed and to be hung in your refrigerator [illegible] heart beat for dinner so it was quite a day. Monday, February 28th. Tried [illegible] reading room. Sunday, February 27th. A robin was singing across the road and [illegible]e brought a bunch of asparagus, the first of the season I, as usual plant for [illegible] and told them to come and get the bittersweet Dunmook as it is tougher it. [illegible]ything to do some shopping -- left a dining room chair at Richard Johnson's to [illegible]ter's and everything was O.K. Saturday, February 25th. Home to Harvard Square [illegible] of work on my scrapbooks. Friday, February 24th. Had my quarterly check-up [illegible] the streets into Passerdus Ice Jones; everybody staying right in doors today. [illegible] and the Finance Committee. Thursday, February 23rd. The holiday. Terrential [illegible] for Lewis's baby to arrive. A busy business day with meetings of the Board [illegible] be filled and so far we have filled 61. Wednesday, January 21st. This was [illegible]k that was given me -- the dates run from 1901 to date. There are 136 [illegible]r Dutton, John, Mary, and I had some fun trying to locate famous persons to [illegible]d tea at Dewing's Hollis and went to lunch at the "Bookcase" Club. After [illegible]ture about Billy being in the Philippines. Tuesday, February 20th, bought a [illegible]ugh a rum fait but at Collins and Fairbanks and, on the way home, relaxed

for March 4th -- broke the record -- went up to 61 degrees -- also it was the st day since last November 4th. Again down to Harvard Square with your Mother - tory shopping -- something like going to Lancaster. Nuts at Kemp's -- supplies ors d'ouevres at the "Wursthaus". Pat & Louise came up for supper. It was er Newburg. Today, March 4th. Busy all day doing this and that, principally anging my letter files -- beneath the West Eaves -- having bought 3 new cabinet . Went over to call on my Mother and found her exceedingly well -- a remarkable t 79. Later your Mother, John, Mary, and I went over to Pat & Louise's for an nd a half. This day was sunny but a bit on the chilly side. I heard over the earlier today that apple blossoms are in bloom down south, so spring is winging y -- and rest assured that the very moment balmy breezes permit us to sit out West Lawn, I will bring those lawn chairs and tables up out of the cellar and gain at the turn of Pequossette Road vernal jubilation and joviality will be on Gay for me too, despite the fact that I am on the wagon and not smoking -- but s flying -- here it is almost March 5th and before long April 1st will be here - ool's Day" for me this year. However, I went off to celebrate the arrival of nd Jeanne's baby. I'll go off the day Germany collapses. Our present plans are over to see our grandchild the weekend of the 17th. In fact, I already have llroad tickets and the Pullman seats. Tomorrow I get busy on long distances to servations at the Waldorf-Astoria.

With this, you now have all the little bits of news from the home front. News will be when my three sons come walking up the front steps, enter the take possession of their rooms, fill the house with "Boogie Woogie", raid the and get back to the old days of "Benton's Three Ring Circus" with the most spectator of all -- little Leslie Frances, rattle, gurgle, encircled by Mom Dad David, Uncles John, Peter, & Nicholas, and Aunt Mary -- and sitting by and Grandpa -- as proud as proud can be.

"THE BIG THREE ASK IF THE ROOM'S READY YET"



Butterworth in The Manchester Daily Dispatch

SUNDAY
MARCH
4th
1945

"SEEMS THAT THEY ARE ABOUT OVER"



Vicky in The Daily News-Chronicle, London

To the Rhine

An Allied Sweep

Allied armies last week drove to the Rhine, straight at the heart of the Reich. In eight days General Eisenhower's forces broke loose the whole German position west of the river between the Netherlands and the Saar. At a time when the Russian armies in the east were clearly preparing the way for their climactic offensive, when Allied air fleets were by day and night raining unprecedented destruction on the Reich, the western allies were setting the stage for the Battle of the Rhine—the battle which must be fought to win a a break-through into central Germany.

Great objectives fell to the onrushing Allied armies. Straight-line advances up to twenty-two miles a day were scored. Industrial cities of the Saar and the western Rhineland were captured. The fringes of the economic complex called the Ruhr were entered. Cologne, hub of communications for all western Germany, was brought under gunfire. Suburban areas of Duesseldorf were taken and the Nazis blew up three great bridges across the Rhine to halt the Allied advance—and also severing a major Nazi escape route. To the north a great trap apparently had closed on the remnants of ten Wehrmacht divisions. The toll of prisoners already taken rose to a reported 41,000.

March 5, 1945.

Dearest mom and Dad B.,

Everything is going along just fine here. This is an excellent hospital — Leslie and I are getting marvelous care.

Grandmother B., your wonderful, special-Del., airmail letter came this morning! — so sweet, and something to save for Leslie 'til the time when she can read it and be as thrilled as I was this morning.

Dad, thanks for the darling card — and for the announce-

mat in the Traveler. Super that you put it in right on the very day!

The flowers have kept very well — gee, they're all so lovely — the beautiful spring flowers from you and from mary and jim, and those magnificent red roses from Uncle John!

Leslie nursed on last night's feedings, but was a bad girl today. However, her mommy forgives her — she is so tiny and it will take a few days for her to really catch on to things.

Can't wait 'til the 16th when you'll be with us!

No new word from Dave — but he'll be here any days now!

Dearest love, Jeanne.

Summary of War Situation

Developments

War Log

Sept. 1, 1939: Germany invades Poland.
Sept. 3: France and Britain declare war on Germany.
May 10, 1940: Germany attacks Belgium, France and Holland.
Aug. 11 to Sept. 30: German air blitz on England.
June 22, 1941: Germany invades Russia.
Dec. 7: Japanese attack Pearl Harbor.
Dec. 11: Germany declares war on the United States.
Feb. 15, 1942: Singapore surrenders.
May 6: U. S. resistance ends in Philippines.
June 6-7: Battle of Midway.
Aug. 7: Marines land on Guadalcanal, opening first U. S. counter-offensive of the war.
Nov. 6: British defeat Rommel at El Alamein.
Nov. 8: U.S. and Britain begin occupation of French North Africa.
Feb. 1, 1943: Germans surrender at Stalingrad.
Feb. 9: Japanese evacuate Guadalcanal.
July 25: Invasion of Sicily begins.
July 10: Musselini resigns.
Aug. 17: Sicily conquered.
Sept. 3: Allies land in Italy.
Sept. 8: Italian surrender announced.
Nov. 28: U. S. captures Gilbert Islands.
Jan. 31, 1944: U. S. Marine and Army units land in Marshall Islands.
April 2: Red Army crosses Prut River into Romania; first Soviet invasion of Axis territory.
June 4: Rome captured.
June 6: Europe invaded from west;
June 14: American troops invade Marianas Islands.
June 18-20: First Battle of Philippine Sea.
July 19: Jap Premier Tojo resigns.
Aug. 15: Americans, French invade Southern France.
Aug. 23: Romania capitulates.
Aug. 25: Paris falls.
Sept. 4 Finland signs armistice with Russia.

The War Last Week

American troops smashed to the Rhine, turning a German retreat from the Roer River front into a rout. The U. S. Ninth Army reached the suburbs of Dusseldorf and pushed north from captured Roermond and Venlo to a junction with the Canadian First Army. Most of the Ruhr basin lying west of the Rhine was overrun. The U. S. First threw a siege arc around Cologne after forcing the Erft River, last natural defense barrier to the industrial Rhineland. The U. S. Third took Trier in a developing drive along a 50-mile front aimed at the Moselle valley route to Coblenz.

Pacific—Tokyo was blasted by 200 Superforts which struck in coordination with 600 carrier aircraft. A 240 block, 667-acre area of the capital was burned out, reconnaissance revealed.

Marines on Iwo Jima drove to within a few hundred yards of the northern tip of the island.

Corregidor was cleared of the enemy, opening Manila Bay to Allied shipping. American troops invaded Palawan, westernmost of the Philippines, with very light casualties. The island's principal city, a land-locked harbor and three airstrips were quickly captured following a landing midway on the 265-mile east coast.

Eastern Europe—The Red Army trapped an estimated 200,000 Nazi troops in eastern Pomerania, Danzig and the old Polish Corridor by a drive to the Baltic coast which severed the main Danzig-Stettin railway and highway.

Recent Trends of the War

Sept. 6: Bulgaria sues for peace.
Oct. 19: Philippines invaded.
Oct. 23-24: Second Battle of Philippine Sea.
Jan. 9, 1945: U. S. troops invade Luzon.
Jan. 17: Red Army takes Warsaw.
Feb. 13: Budapest falls to Russians.
Feb. 15: Navy air attack on Tokyo.
Feb. 16: Bataan falls.
Feb. 19: Marines invade Iwo in Volcano Islands.
Feb. 23: Organized resistance ceases in Manila; Turkey declares war on Axis.

N. March 5 (UP)—The Paris Radio said this evening Allied troops had reached Cologne, where fierce battles were raging.

72 Cents Per Vote in Belmont Election

Belmont experienced its most expensive per-ballot election in its history yesterday with an estimated cost to the town of 72 cents for every vote cast because only 1207 voters, less than 5 per cent of the total registration, turned out for the annual town election.

A lack of interest caused by a lack of contests was attributed by town officials as the cause of the low participation. Only one contest was scheduled, that between Harry A. Flemm, with no opposition, seeking re-election as selectman, and Ward P. Allen, with no opposition, and Harold D. Perry, with no opposition, seeking election as assessor. Both Allen and Perry will run under present nomination papers filed in Town Hall.

March May Seem Lamb-Like, But Don't Take 'Em Off Yet

"Lamb-like" will still be the word for New England weather today with temperatures in the 40's. But if the old prediction, "Red skies in the morning, New England take warning," is true and the Weather Man would miss it weren't we are in for an old-fashioned storm—and soon.

During the past two or three mornings the sky has been very red. The Weather Man explains that the sun, reflected by high, thin clouds, caused this.

He refused to say whether the red sky prediction holds true, but agreed we might have a storm tomorrow night or Tuesday.

Spring is not here yet.

Monday, March 5th 1945

It is considerably colder today with in good reason - a hot tub - Butter and shaved - for breakfast - orange juice - oatmeal - fried eggs - Boston toasted English muffin - Iced Coffee - Monday morning suit case - to the Square with Frances - subway - office - work - called Irene at the life President's office in New York to make reservation for me at the Waldorf Astoria - out at 12 with Scott Paine - to the First to take in a lot of Public bonds - then to the Boston "Post" office - to Harris on Bromfield St. to get a Kodak print - across the street to Bigelow's to get more birth cards to send Jeanne - to the Ambassador for lunch. Creamed Codfish, Carrots - Roll - Hot coffee - sliced oranges - to Sawyer's to price Knittings - To Pelmis to order a bouquet of Spring Flowers to be sent to Jeanne for Darcy + to Jordan's to get two prints and leave one + to Filene's to see Hyde at Collins & Fairbanks to get my gray hat that had been cleaned - to Coss - Bates - & Jerys to buy a dozen rolls — to L. E. Murray's Hatcher to buy a Leonard

file folders. Back to the office. —
Work. Herb. Jane came down and did
with him months' diary bundles —
At 3. Jane Fred Russell, Edward
S. Hubbard, and Maynard I. Harris, to
discuss Boston Committee Ways and
Means + left at 4.45 with Moody
and Mansfield — to Allston — their
home — Had John take me down to
Belvidere Centre — left the diaries for 5
months (eight to Jan. inc.) to be bound —
to Copley Square. To Porter Easter
cards at the Payson Park Book Shop —
to the Payson Park Church to vote in the
Normal election + Back to the house —
Eventually dinner. Mock Turtle
Soup. Roast leg of Lamb. Roast
Potato — Gravy — Mess Lima Beans —
Green salad — a hard roll — Milk —
a Baked Apple — Upstairs at 7.15 +



UNITED STATES ARMY

Tuesday

March 6, 1975

BOSTON UNIVERSITY
ALUMNI ASSOCIATION
~~20 BEACON STREET~~
~~BOSTON, MASSACHUSETTS~~
178 NEWBURY STREET
BOSTON 16, MASSACHUSETTS

28 February 1945

Jay R. Benton, Esquire
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

This is to remind you of the next meeting of the Board of Directors.

On March 6 at six o'clock at the Woman's Building at 146 Commonwealth we shall come together for our usual dinner (one dollar) and to hear reports on the progress of the Alumni Fund, and on the organization by classes. We are asking the chairmen of the reunion committees to give us their plans at this time so that we can see how things are shaping up for May 19.

As you know the Statler Ballroom has been engaged for the Sunset Supper which, if war conditions hold, we shall have to make a local affair.

We shall need your counsel on March 6. Kindly return the card enclosed so that we may give the caterer an exact number of reservations.

Cordially yours,

Judson R. Butler

Judson Reatt Butler
Executive Alumni Secretary

LYON CARTER
15 STATE STREET
BOSTON

March 6, 1945

Mr. Jay R. Benton
Boston Mutual Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Jay:

Thank you so much for the Boston Stock Exchange Directory of 1881.

Harry Gilman, who has been in this office for fifty-three years, has had a field day reading over the names of past members whom he used to know.

I am taking the Directory to the Governors' meeting tomorrow and will present it to the Exchange as an addition to their archives, with great pleasure.

Thanks again for your thoughtfulness in sending it to me.

Very truly yours,

Lyon Carter

LyC/O

Signs of Spring

In the country. Snowy islands in the fields . . . noisy crows in lower pasture . . . crickets chirping in the woodshed . . . buds swelling on the lilacs . . . sap pails on the maples . . . wood smoke curling from the sugar house . . . clank of chains on logging sled . . . musical tinkle of rivulets under barnyard ice . . . sagging clothes line of winter blankets . . . eaves dripping under thawing sun . . . rattle of pans through open kitchen windows . . . wholesome smell of defrosting earth . . . a chickadee's song from yonder branch . . . rustle of oak leaves in the wind . . . flash of a robin's breast against the sky . . . hens sunning themselves in front of barn . . . brook's deep chuckle over bullfrog's joke . . . schoolgirls clutching pussywillows . . . sickle moon in velvet sky.

In the city. Clatter of roller skates on sidewalks . . . strollers in the public parks . . . children feeding pigeons . . . whistle of the peanut stand . . . a new bonnet on madam . . . the tin-can music of the hurdy-gurdy . . . fruit vendor's raucous cry . . . sooty ridges of snow . . . a song sparrow's incessant chirp . . . crack of ball and bat on vacant lot . . . winter coats carried in crook of arm . . . the same sickle moon high in a lighted sky.



...rary Chairman
...AURICE J. TOBIN
...r of Massachusetts

1945 RED CROSS WAR FUND

FOR GREATER BOSTON

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General Chairman, Phillips Ketchum

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Daniel J. Lyne...
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G. Willard Sm...
James V. Tone...
David M. Wa...
Sinclair Weeks

March 2, 1945

Mr. Jay Benton
Boston Mutual Life Ins. Co.
160 Congress Street
Boston, Massachusetts

File
Received - Beato...
MAR 5 1945
Attended by me:

Dear Jay:

The first Report Luncheon will be held at the Boston City Club, Tuesday, March 6th, at 12:30.

Any money you can get in for the first report will help. In order for the money to be recorded for Tuesday's report it must be in Mrs. Samuelson's hands not later than 10:00 o'clock, Tuesday morning. Better try to get it in by Monday.

Kindly let Mrs. Samuelson know before 4:30 Monday if you can be at the Luncheon on Tuesday.

Sincerely,

Arthur D. Cronin

Arthur D. Cronin, Vice Chairman
Insurance Division

ADC:CJS



Spring is a little early this year.
By Illingworth, from the London Daily Mail, *Transatlantic Edition*

WITH U. S. FIRST ARMY, March 6 (AP)-

--The fall of Cologne was officially announced tonight.

Tuesday, march 6th 1945

This was a rainy day- an umbrella to town day. off to an early start. orange juice - wheat germ - minced lamb on toast - iced coffee - to the Square with Francis - Subway - Office - Over to the First National Bank at 9.15 - Conference with Pres. Charles E. Spencer Jr. and Fred. Church. to New England Trust Co. Conf. with V. Pres. Maynard Harris - to Second National Bank. Conf. with Pres. Thomas P. Beal & Harris + Back to the office - called Edward L - Hultard. Pres. Boston Retail Trade Board. Atty. Gen. Clarence A. Barnes called me + Made up list of names for initiation to join General Boston Committee - At 12.45 to the "Knockers" Club at the Parker House. Had Atty. Gen. Barnes there as my guest - Had Fried Filets of Cod. Tartar Sauce. Sliced Tomatoes. Iced Coffee - Orange. large crowd on hand today. - Went to the State House with Jarvis Hunt to get copies of the Port Bill.

Also had a conference with Rep. Peter Jordan, Republican Floor leader + Back to the office - Real Estate Committee Meeting. Over to Chamber of Commerce for a conf. with Charles E. Lee. Work to 5.45 then walked out across the Common and Public Garden to 136 Commonwealth Ave. To attend dinner meeting of the Board of Directors of the Boston University Alumni Association + Over at 8 o'clock - Taken home all the way on the Cars. To Bed at 9. and then read the papers +

THE NEW YORK

The American First Army Storming

ES, THURSDAY, MARCH 8, 1945.

nto the Ruined Cathedral City of Cologne



of the Third Armored Division making their way through a fountain of fire as a bomb bursts close to them in the city



An American soldier (arrow) is hurled out of the top of his tank as the machine is struck by a shell in the heart of



eir tanks into position at an intersection in the shattered city. In the background are the twin spires of the cathedral.

Associated Press Wirephoto (U. S. Signal Corps Radiophotos)



Air View of Cologne as Yanks Took Nazi City on Rhine River

Extensive devastation wrought, fourth largest German city, approximately the size of Boston, now in American hands, is visible in this photo, taken from an artillery spotting plane by William C. White. drucke and the Sudbrucke bridges and (center) Hauptbahnhof rail station is surrounded by wreckage. The towers of the famed gothic cathedral still stand.

(AP Wirephoto via Signal Corps Radio)



rise above the ruins of what was once a proud city. Today it lies in rubble, destroyed by Allied bombers and artillery. On the right is the Hohenzollern bridge, blown up by retreating Germans, and now half submerged in the Rhine. AP Wirephoto



The wreckage of the Hohenzollern Bridge in Cologne. The Germans destroyed this span over the Rhine before American

REATER BOSTON LOOKS AHEAD"

Exhibition of

POST WAR PLANNING

UM OF FINE ARTS · BOSTON · JANUARY 16 — FEBRUARY 18, 1945

Sponsored by

His Excellency the Governor, LEVERETT SALTONSTALL
His Honor the Mayor, MAURICE J. TOBIN

e Planning Board, City Planning Board, Boston Society of Architects, Boston Society of Landscape Architects, Boston Society of Civil Engineers, N. E. Section, American Society of Civil Engineers, Massachusetts Building Congress, Boston Chamber of Commerce, Boston Museum of Fine Arts

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ON, *Chairman*
tts Ave.

March 6, 1945

Dear Our Benton,

It is a pleasure to share with our exhibitors the following letter of appreciation from Mr. Edgell.

This applies to you as well

Sincerely,

27 February 1945

Dear Billy:

The Boston show is coming down after a tremendous success. We had more than 4200 people in on Sunday in 4 hours. If my arithmetic is correct, that is more than 17 persons per minute through the turnstiles. The total attendance from January 16 to February 25 in 1944 was 47,679; the total for the same period in 1945 was 64,059, an increase of 16,380. These figures tell the story.

May I thank you again, and through you the Committee, for bringing to the Museum a show which made us many friends, brought thousands of people to us who might never otherwise have come, and which will redound to the credit of the Museum even if the real credit belongs with you and the Committee? I honestly believe the exhibition will do the community a great deal of permanent good. It is pleasant to realize that it has done us a great deal of good at the same time.

Faithfully yours,

G. H. Edgell, Director

William Emerson, Esq.
107 Massachusetts Avenue

"GREATER BOSTON LOOKS AHEAD"

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LOUIS LYONS, *Boston Globe*

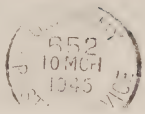
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EDWIN B. GOODELL, Boston Society of Architects
RICHARD SHAW, President, Massachusetts State Association of Architects

Lt. David Benton 0-771886
41st Sqdn, 401 Bomb. Gp.
APO [illegible]





7 March


AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

Sgt. P. J. Benton
SMS-51 MCAS
Mojave, Calif.



SEMPER FIDELIS

U.S. MARINE CORPS

March 7, 1945

Dear Mom and Dad,

I aught my first radio class yesterday. It was fun but I wouldn't like to be a teacher all the time. The snow is going fast but the mountains are still fairly well covered. It sure can get cold at night and muddy in the day. Spring is only a couple of weeks away and they're spose to open the pool any day. It will have to be a lot warmer than this before I jump in. About the earliest swim I've ever had was at the Cape (near Marys old place) in May, the last

Spring I was at home.
I can't wait to do it
again, either.

I got the box
of fudge yesterday. There
just isn't any fudge
like Bailey's. That brings
to mind Mr. Alexander
who was so good to us
also. My Godmother comes
into my thoughts, too.
She was a fine lady,
too.

I saw that
Capt. Andy Haldane passed
away. He was a good ball
player and a good Marine.

Now that the
baby is here, the days
are a lot better. They
had some bananas here
yesterday but I was
too late to get one for you.

Love,
Peter

Sgt. P.J. Benton
SMS-51 MCAS
Mojave, Calif.





Mr. and Mrs. Jay R. Benton
3 Pequossette Road
Belmont, Massachusetts



GREATER BOSTON DEVELOPMENT COMMITTEE

80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS

Telephone Hancock 1250

Action Today to Achieve the Boston of Tomorrow

ENTON
en
. BRETT
C. CHURCH
DGKINSON
K. JACKSON

FRANCIS ADAMS

E. LEE

March 7, 1945

The time has come for action! Some time ago you joined with some 150 other public spirited leaders to do something about Boston.

Our first important undertaking is to secure the enactment of a strong Port Authority Bill. It is extremely important that the members of your organization urge their respective senators and representatives to support and vote for this legislation. As the Bill has been set down for hearing at the State House before the Committee on State Administration on Monday, March 19th at 10:30 A.M., no time is to be lost.

I will appreciate it if you will let me know how your work comes along.

Sincerely yours,

Jay R. Benton

Jay R. Benton, General Chairman
160 Congress Street, Boston 10, Mass.

JRB:BCC

Propose $2 License for All Who Drink Liquor

Wednesday, March 7, 1945

Frances is sick again with a cold and did not go into Red Cross today - this was a cold raw day. Orange juice - oatmeal Scrambled eggs with tomato - Bacon - Toast - Iced Coffee Lugged in the suitcase again + John drove me to the Square. Sunray, talking with Charles S. Bolster Prepared letters for Boston Committee, Out to lunch with Everett Lane to Patten's on Court St. but the place was packed + so to Monte's at 74 North St. Minestrone Soup - Fried Filet of Sole. Tartar Sauce. Hot Coffee - Roll. Fig Ice Cream Pudding - down to L. Colnis on Hancock St. to get the four framed pictures - to Mrs Johnson's saw Blake. but no 620 film + to the Old Corner Book Store to get "Mr. Sorley's Wonderful Tavern" - Lundberg had ordered it - to send to Jim O'Hare - to Card Shop to get Cards to send to Henry Nichols and Karl Hayes. Back to the office, Ray Ely came in with a contribution of $10. from the National Shawmut - Alex received $1200. from Filene's and $200. cc from T. D. Whitney's, sent out the Committee letters + Worked to 7:40

The Wyoming Valley Paper Mill have moved their offices to the Groveton Papers Co.

then with Moody, Mansfield, steam to Alston. then home. Before that I was out at 3.50 to Alberts on Kingston St to get Nicholas Exeter Dibolma which had been framed and to Jordans to buy a a de luxe pair of Textron Pajamas - Red & white diamond checks. Dinner at 6.40 — Clam Chowder. Pilot Crackers — Stuffed Tomato - Cauliflower Hollandaise — Iced Coffee — Little Apple Pie & cheese — Upstairs at 7.10 +

NSING CONSUMERS

By Dahl

ETTS LEGISLATURE CONSIDERS
O RAISE $3,000,000 A YEAR
NG CONSUMERS OF ALCOHOLIC
S AT $2 A HEAD PER YEAR.
(NEWS ITEM)



GESTS THAT THE LICENSE
AS A LAPEL BUTTON.

ERS OF ALCOHOLIC BEVERAGES
RED TO OBTAIN LICENSES—



HEM SHOULD ALSO BE
O OBTAIN A LICENSE TO SING.

BUT THE TAX SHOULD BE GRADED ACCORDING TO CAPACITY—OR THE ABILITY TO PAY.



SHORT-BEER DRINKER, 25¢

CHAMPAGNE CONNOISSEUR, $50

BUT IS IT FAIR TO TAX PEOPLE WHO ARRIVE LATE AT COCKTAIL PARTIES -



AND JUST GET ICE WATER?

AND THAT GOES FOR BUSTER, THE RICHLY ENDOWED BROOKLINE CAT;



HE SHOULD PAY HIS SHARE OF THIS "SOAK-THE-SOAKS" TAX.

IT'S AN EASY WAY TO RAISE $3,000,000 AND BY TAXING PEOPLE WHO DO NOT CONSUME ALCOHOLIC BEVERAGES WE COULD RAISE EVEN MORE.



AND A TAX ON PEOPLE WHO THINK UP NEW TAXES WOULD RAISE EVEN MORE.

DAHL



A German observation post being blasted across the Rhine by American 155-mm. howitzers attached to the Seventh Army in Neuf-Brisach, France.

The New York Times (U. S. Signal Corps)

Print the complete address in plain letters in the panel below, and your return address in the space provided on the right. Use typewriter, dark ink, or dark pencil. Print so small writing is not suitable for photographing.

David Benton
1st Lt. A.C.

(CENSOR'S STAMP)

TO: Mr. & Mrs. Jay R. Benton
3 Paquette Rd.
Belmont, Mass.

SEE INSTRUCTION NO. 3

FROM
1st Lt. David Benton A-2[illegible]
612 Sqdn, 401 Bomb Gp
APO 557, % P.M. New York

(Sender's complete address above)

8 March '45

Hi Parents!

Wow! I received the wonderful news late last night via the Red Cross and Jeanie's cablegram came through this morning.

What a wonderful feeling to be a dad" and to know that my two gals are both fine! Must admit I have been pretty worried these past two weeks.

I should be on my way very soon. Thought I'd

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

V-MAIL

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

16

BELMONT PUBLIC LIBRARY

Monthly Meeting of Trustees

Thursday, March 8th at 5 P.M. at the Library

Lucy D. Luard
Secretary

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

FEBRUARY



MARCH

March 8, 1945

To the Field Force:

Every page in your collection book represents opportunity. If you will select therefrom sufficient names and suggest increased protection, you will have no difficulty in securing fifteen applications for the last issue in March.

This is your final opportunity to complete a testimonial to our President and Leader, Jay R. Benton. Fifteen applications, or that average from each district is suggested. An unusually large issue for March 28th is the only assurance we have for a victorious finish in this particular department.

We have the balance of March to finish our program of ordinary production. Keep talking and suggesting ordinary protection. Ordinary production is a factor which determines the difference between success and failure in the profession of insurance selling.

Yours very truly,

W. B. Moody

Supt. of Agencies.



ACROSS THE RHINE—The First Army was first into Germany and first to cross the Rhine, over the Remagen bridge.

RIS, March 8 (AP)—Thousands of U. S. First Army
surging across the Rhine south of Cologne, drove east
Germany's heart tonight against surprisingly light re-
after cracking the historic western barrier in a bril-
up heralding a speedier end to the war.

wift, sensational crossing was the biggest military triumph since
andy landings, and was a battle feat without parallel since Na-
onquering legions crossed the Rhine early in the last century.

TODAY TO BE SPRINGLIK

Tomorrow Even Bette Weatherman Says

It ought to be a nice early spring da
today, and a better one tomorrow, th
weatherman said last night. He eve
threw in prospects for gentle winds. A
this should carry through tomorro
night, warming up a bit after tonigh
when temperatures may go down to 2
degrees in the city and 18 to 20 in out
lying suburbs.

There was some very light snow an
rain in southern New England yester
day morning in some places, but it ha
cleared up by noontime. And there is
nothing alarming on the weather map
horizon, either.

Thursday, March 8, 1945

Frances after one day in bed
with a cold was off to an
early start today to Red Cross.
For my breakfast was orange juice-oatmeal
Fried eggs Bacon-Toast-Iced Coffee.
Walked up to Sam's to get the papers,
but he was sold out. Bill Jordan
came along in his car and gave me
a ride right into the office. Red Mansfield
not in today laid up with Pleurisy +
Mail. Then over to Tenth's for a haircut,
shampoo, and shine. Back to the office.
Came Miss Herlihy, Chm of the State
Planning Board and Architect Roger Freeley
in a Conference. Out at 12, to Plum the Florist
to send Another Bouquet of Spring flowers to
Jeanne-walked to the Statler-to Solon
Hancock Room. Luncheon Meeting is Coming
Port of Boston luncheon. There Wm K.
Jackson, Frank S. Davis, Rabbi E. Flanders
Gov. Federal Reserve, Bob Choate of the
Herald, Hal Kern of the American, Parley

of the Post, I yours of the Globe, Hoogland of the Monitor, Various Advertising heads. Left at 1.40 to hustle to the State House — Speaker's Room. Flash Pictures with Peter Jordan Republican to Wish, re Port Bill — Back to the office - sent out more letters — Left at 3.45 Subway to Natl Station — 4.20 train to Belmont, Attended meeting of Trustees at the Public Library — Mrs H. took Taxi Home. Girls out. Fried Cooking - Cold Sliced Ham. Fried Root Potatoes. Fried Egg Plant - A new dish - tasted like Hot Tamale, Squash Toast. Salad - Milk. Spiced Pears. Upstairs at 7.30 Mary out tonight to the Red Coach Grill with a group of Girls & whose husbands are overseas +

ere Yanks Crossed the Rhine



Here, at the Rhine-side town of Remagen, Germany, 23 miles Northwest of Coblenz, a special task force of Lt. Gen. Courtney Hodges's 1st Army made the historic crossing of the great German river—first since Napoleon did it early in the 19th century. There is a major bridge near Remagen which may have been captured intact and used in the crossing. Hodges is now pouring men and armor through the breach made in Nazi defenses.



(AP Wirephoto from Signal Corps Radio)

VIEW OF CAPTURED BRIDGE FROM EAST BANK—Taken day after its capture, this photo shows Remagen bridge over Rhine as it appears from east bank of that river where U. S. forces now hold bridgehead about 10 miles wide and at least five miles deep.

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shown in ba
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of the Ninth
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Signal

YANKS CROSS CAPTURED RHINE SPAN—Foot soldiers and equipment of 9th Armored Division move ac
Bridge at Remagen after capture of span intact.

The Battle for Germany:



The bridge at Remagen. In the background can be seen the east bank of the Rhine.

Associated Press Wirephoto

REMAGEN: THE FUNNEL LEADING TO OUR BRIDGEHEAD ON EAST BANK OF THE RHINE

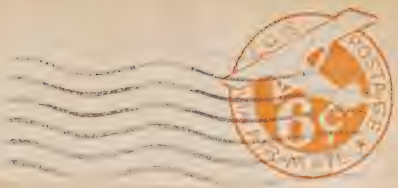


troops of the First Army are pouring, spans the river from the shattered buildings in the foreground

Associated Press Wirephoto

1ST. David Benton 0-771886
612 Sqdn, 401 Bomb. Gp.
APO 557 c/o P.M. N.Y.C.





AMERICAN RED CROSS

9 March 45

David
1ST LT.

Dear Mom & Dad,

I have been going by
many today for a change.
Just might I had a big
letter from with
the boys — I'm still
tough in the hands with
the news of my two
Tennessee.

This may be my last
letter for a while. Don't
worry about it it's no.
Don't have to all,
Dave

FORM 539 A

enton 0-771884
ol Bomb. sq.
% P.M. N.Y.C.





Mr. + Mrs. Jay R. Benton
3 Sequossette Rd.
Belmont, MASS.

Benton
A.C.

Cpl. J. V. BENTON
OMS-51 MCAS
Mojave, Calif.



SEMPER FIDELIS

U.S. MARINE CORPS

March 9, 1945

Dear Mom and Dad,

The name is fine and the letters about her are wonderful. It'll be really quite a thrill for you to see the baby on the week of the seventeenth. We've got the cutest Easter Bunny for her. He has big white ears and a pink nose. I hope you'll see it when you get to New Jersey.

I've been getting up at midnight for the last week but tomorrow is the last day. I can sleep Sunday morning and go to four-o'clock mass. Our old Chaplain has gone out with the fleet so I'll be interested to see who the new

Priest is.

It is certainly nice to hear how well Grandmother is. I had a nice letter from her a few days ago. I'll write to her very soon.

I bought me Easter Cards early so I won't get caught without any. I'd love a new Spring suit to spot on the B & N Campus but not this year. The war news is getting better each minute and it won't be long now.

The weather is beautiful now. It is spring. All right. We had two showers today so it surely must be here. General Elec. is putting on their World's Fair show so it ought to be an interesting evening.

Love,
Peter

Sgt. J. J. Benton
VMS-51 MCAS
Mojave, Calif.



Mr and Mrs Jay R. Benton
3 Pequossette Road
Belmont, Massachusetts



FINE WEATHER WILL CONTINUE

Fair Skies and Rising Temperatures Today

Continued pleasant early spring weather is predicted for today and tomorrow, with fair skies and slowly rising temperatures. This, the weather man said, is just some more of the same Boston and New England have been experiencing the last day or two, without anything threatening on the western horizon.

And just to make everything seem nice all around, advices from the Concord, N. H., weather bureau, reporting on river conditions in the Merrimack basin, stated flatly that there is no indication of any immediate flood threat.

Friday, March 9th 1945

This was a nice day. Up at the regular time and for breakfast - orange juice - slurred eggs - toast - Iced Coffee - to the square with Frances. Once again the Suit case - Subway - off at Park Street to West St. - Bailey's - Bought 2 - one found Boxes of Chocolate Marshmallow Fudge to send Peter and Nicholas. to the office. at 10.30 Came E. O'Ber Pride to work on my Federal Income Tax Return - Went on to the Chamber of Commerce. Conf. with Wm K. Jackson, "Dog" Timing, Frank S. Davis, and John C. Doudré Post Luncheon. Also saw Charles E. Lee. Back to the Office - at 1.30 to the Parker House - Luncheon Meeting of the Board of Directors of the Boston Chamber of Commerce. Sat with Frank Allen & Ed. Hubbard - After meeting was over turned over $2100. checks to Treas. Charles Francis Adams. Contribution to Link of Boston Committee. On the way Back to the office - stopped in at Ward's to Buy 3 more Birth Cards to send Jeanne:

over to Chamber of Commerce again to see Charles E. Lee, and give him the mimeographed letters. Worked to 4.45 - then as Moody had left early to have his car, parked - and to call on Ned. Mansfield - I went home all the way on the cars - stopping in at B-B, Bates, & Jerka to get a dozen Butter Rolls + Little Living Room — 2 glasses of iced coffee. at 6. to dinner - split green pea soup - Fillet of Sole - Tartar Sauce. Parsley Potato. Spinach + sliced egg. Salad. Milk. The Butter Rolls - Graham Fudge Balls.
Mrs. Proctor called at 7.15 to tell us that Jeanne and the Baby are leaving the hospital tomorrow and going home to Arlington, New Jersey.

BOSTON CHAMBER OF COMMERCE

Summary of matters to come before the Board of Directors Friday, March 9, 1945, at 12:30 p.m., Parker House

(1) Approval of the record of the meeting held February 9, 1945.

(2) Membership matters

(a) Election of applicants to membership
(b) Acceptance of resignations from membership
(Reports sent herewith.)

(3) Financial statements as of January 31, 1945. (Statements sent herewith.)

(4) Election of a committee to nominate directors to fill vacancies resulting from expiration of terms in 1945.

(5) Appointment of a National Councillor.

(6) Report of the Special Committee to Survey Chamber Activities. (Report was mailed with the record of the previous Board meeting.)

(7) Report of the Committee on Aviation recommending that the United States Accept the Agreements Reached at the International Civil Aviation Conference. (Report presented herewith.)

(8) Report of the Committee on Industrial Relations relative to pending legislation to prohibit discrimination in employment and other fields. (Report sent herewith.)

(9) Report of the Special Committee appointed to consider legislative bills filed by the Boston Finance Commission in regard to the Boston School Department. (Report sent herewith.)

(10) Report of the Committee on State Taxation and Expenditures concerning pending legislative matters. (Report sent herewith.)

(11) Report of the Committee on Transportation on request of the New England Motor Rate Bureau, Inc. for sufficient revenue to enable motor carriers to profitably operate. (Report sent herewith.)

(12) Other matters:

BOSTON CHAMBER OF COMMERCE
80 FEDERAL STREET, BOSTON, MASSACHUSETTS

There will be a meeting of the

Board of Directors

Friday, March 9, 1945, at 12:30 p.m.

at the Parker House

M. D. Liming, Secretary

MAR 22 194

Attended to viz:

Meeting of the Board of Directors Friday, March 9, at 12:30 p.m., at the Parker House. Present: President William K. Jackson and Directors Charles Francis Adams, Frank G. Allen, Arthur J. Anderson, Jay R. Benton, Dudley H. Dorr, David F. Edwards, H. Ainsley Highman, Edward L. Hubbard, Durham Jones, Arthur J. Kelly, Thomas S. Knight, Henry Penn, Charles T. Reardon, Theodore L. Storer, M. D. Liming, Secretary, Arthur S. Harris, Assistant Treasurer, and Charles E. Lee, Manager of the Civic Bureau.

The record of the meeting held February 9, 1945 was approved.

Membership Matters

The Committee on Membership submitted the following reports:

(1) Recommending the acceptance of 12 applications for membership in the Chamber.

It was VOTED that the report be approved and that the applicants named therein be elected to membership in the Chamber subject to the usual ten days posting.

(2) Recommending the acceptance of 11 resignations from membership in the Chamber.

It was VOTED that the report be approved and that the resignations of the men named therein be accepted.

Mr. Highman, Chairman of the Committee on Membership, presented the following comparative figures as to income collected to March 9:

	1944	1945
Membership dues	$46,723	$48,645
Sustaining Fund*	26,468	26,117
TOTAL	$73,191	$74,762

*Excluding funds contributed for the Transportation Bureau.

Mr. Highman also described briefly the work of his Committee in securing new members for the Chamber and urged the members of the Board to make similar efforts whenever they came in contact with business men who are good membership prospects.

Financial Statements

The following comparative financial statements were submitted:

Expense statement as of January 31, 1945 and 1944
Condensed statement of net income and expenses for the month ending January 31, 1945 and 1944
Condensed balance sheet as of January 31, 1945 and 1944

It was VOTED that the statements enumerated above be received and placed on file.

Nominating Committee

In accordance with the requirements of the by-laws providing that "at the first meeting in March, or as soon thereafter as may be" the Directors shall appoint a Nominating Committee of five to nominate candidates to fill vacancies on the Board, the following members were elected:

Oscar W. Haussermann, Chairman
William H. Best
S. Bruce Black
Carl Dreyfus
Charles F. Rittenhouse

Election of National Councillor

On recommendation of the President, Mr. Channing H. Cox, who has served the Chamber for several years as National Councillor, was re-elected to that position.

Survey of Chamber Activities

The Secretary called attention to the fact that a copy of the report of the Special Committee to Survey Chamber Activities had been mailed to each member of the Board with the record of the previous meeting.

It was stated that Director Sherrard, President of the City of Boston Hotel Association, had advised that the Association unanimously desired to register its opposition to any action on the part of the Chamber which would mean the re-establishment of the restaurant facilities either by direct or indirect financial support. Since Mr. Sherrard had found it impossible to attend the meeting today he had presented the viewpoints of the Association in writing. Copies of this communication were given to each member of the Board present at this meeting.

In view of the objections to this feature of the report of the Special Committee to Survey Chamber Activities, it was VOTED to postpone for the time being action on that portion of the report of the Special Committee recommending "that a Special Committee on Chamber Facilities be appointed to report upon the general problem of the re-establishment at the earliest possible moment of the Chamber's dining and social facilities, discontinued by the war." It was then VOTED that the remainder of the report of the Special Committee to Survey Chamber Activities be approved

and its recommendations adopted.

In this connection Mr. Jackson stated that since some of the recommendations involved somewhat drastic changes in the Chamber's procedure it might take some time before all of them could be put into effect, but said that he and the other officers would move forward in accordance with the recommendations of the Special Committee as rapidly as possible.

Approval by United States of Agreements Reached at International Civil Aviation Conference

A report was presented by the Committee on Aviation recommending prompt approval by the United States of the various agreements reached at the International Civil Aviation Conference held in Chicago November 1 to December 7, 1944.

Attached to the Committee's report were brief summaries of the Permanent Convention, Interim Agreement, Five Freedoms Agreement and Two Freedoms Agreement, all of which were developed at the Conference. In addition, the Committee described briefly certain aviation standards and practices proposed by the Conference which are to be applied by each participating country as rapidly as practicable.

The Committee stated that in its opinion the results of the Conference represented a sweeping advance which would substantially assist the development of international aviation and promote widespread expansion of trade and commerce throughout the world.

It was VOTED that the report be approved and that the Chamber take the action recommended by the Committee.

Discrimination in Employment

A report was presented by the Committee on Industrial Relations regarding various bills filed in the Legislature condemning discrimination in employment because of race, color, religion, racial origin or ancestry.

The most comprehensive of these bills, the Committee stated, was S. 407, which would set up a state commission of five members each with an annual salary of $10,000, to investigate charges, issue complaints, hold hearings, issue cease and desist orders, require hiring or reinstatement of employees, etc. Its orders would be enforceable by court decree, violations to be punishable as contempt of court. No court could issue restraint orders or injunctions to prevent the commission from performing any of its functions.

Another bill (H. 436), filed by the State CIO, would exclude associations not organized for private profit but otherwise would have the same general objectives as proposed in the bill described in the preceding paragraph.

The Committee on Industrial Relations in the next to the last paragraph of its report said it could not object to the goals sought by the sponsors of these bills. It did, however, take issue with the belief that legislation of the type proposed would cure these ills, and warned against exposing business to the harassment, abuse and persecution which were almost sure to follow enactment of such a law. It believed that education and

understanding, and not coercion, were the correctives needed for the conditions cited.

In conclusion, the Committee recognizing that opposition to these measures would doubtless be misinterpreted, refrained from making specific recommendations at the present time.

There followed extensive discussion of the Committee's report. The Secretary stated in reply to a question that the Chamber had been requested by a number of its members to oppose the legislation because of the effect it would have on established business enterprises.

At least three members of the Board believed that the Chamber should express its opposition to the various bills of this type under consideration. Other members of the Board thought that the Chamber should follow the suggestion of the Committee on Industrial Relations and take no action. The majority of the Board, however, believed that the Chamber should adopt the position outlined by the Committee on Industrial Relations in the next to the last paragraph of the report, which read as follows:

> "The Chamber's Committee cannot object to the goals sought by the sponsors of these bills, because every person of good will looks forward to the elimination of the prejudices and practices here referred to. We do take issue with the belief that legislation of this type will cure these ills; and we especially question the fairness of exposing business to the harassment, abuse and persecution which are almost sure to follow enactment of such a law. We believe that education and understanding, and not coercion, are the correctives needed for the conditions cited."

It was suggested that in order to avoid misinterpretation the Chamber's position be presented in writing to the legislative Committee on State Administration.

After a motion to oppose the various bills had been lost, it was unanimously VOTED that the Chamber's position on this matter be recorded substantially in accordance with the next to the last paragraph of the Committee's report, with such rephrasing as migh seem desirable to the President and Secretary.

Legislation Regarding Boston Public Schools

A report was presented by the Special Committee appointed to consider legislative bills filed by the Boston Finance Commission in regard to the Boston public schools. These bills all resulted from the comprehensive survey of the Boston public schools made by a disinterested group directed by Professor George D. Strayer. The report stated that the legislation proposed consisted of three bills each of which it described in some detail in its report.

H. 894 - In the first part of this bill provision is made for a new School Committee of five members to be established as follows:

The city of Boston is to be divided for this purpose into thirteen districts.

At each municipal election one person shall be elected from each district for a term of two years to serve on a Committee of Nominators which Committee shall make three nominations for each place to be filled on the School Committee. Such nominations are to be made by a majority vote of the thirteen nominators.

The Mayor shall appoint to each place to be filled on the School Committee a person from the list of three recommended by the nominating committee.

In the event of the failure of the Committee of Nominators to obtain by December 15 a majority vote for three nominees for each place to be filled, the Mayor may choose one of those nominated or may appoint any registered voter of the city of Boston.

In the event of a vacancy in the Committee of Nominators, the Mayor shall fill the vacancy.

The Chamber's Special Committee said it would appear doubtful whether the new method of selecting the School Committee would create a Committee much less open to political influence than at present. Itbelieved that there would still remain the possibility of political control, and while the proposal might provide temporary relief, it doubted whether such relief would prove lasting. The Committee concluded "that to expect any material improvement in the school system of Boston by merely changing the method of electing the School Committee of five is but wishful thinking and the only hope for a definite and lasting improvement is by arousing the active interest of civic organizations and public-spirited citizens through creating a public school association or similar organization."

The second part of H. 894 relates primarily to the Superintendent of Schools and the Assistant Superintendents. Under its provisions, the Assistant Superintendents would be elected by the School Committee "on the nomination of the Superintendent of Schools." Under the present law the School Committee elects not only the Superintendent but the six Assistant Superintendents. The Committee was inclined to believe that the foregoing changes had considerable degree of merit and were they presented in a bill by themselves the Chamber might well endorse them. It pointed out, however, that it would be difficult to oppose one part of the bill and favor another.

The Committee therefore recommended that the Chamber take no action in connection with H. 894.

It was so VOTED.

H. 1063 - This bill provides for submission to the Mayor of the school budget "at least fifteen days prior to the first day of each fiscal year." The Committee said that this time clause imposes a new requirement but that there were saving clauses in case the School Committee failed in a timely submission of its budget.

The Committee thought that the proposed legislation was desirable but not important. It recommended that if the Board of Directors thought it wise to take action in regard to this bill, such action be in support of the bill.

It was VOTED that the Chamber be recorded as in favor of H. 1063.

H. 911 - This is a resolve providing for an investigation and study by a special commission to determine the proper division of responsibility between the Commonwealth and its political

subdivisions for the support of public education in Massachusetts The bill provides for an expense appropriation of $25,000. The Committee said that such an investigation would probably produce some valuable recommendations but it was not sanguine as to the benefits to be derived by Boston unless public opinion is first aroused. The Committee recommended that if in the opinion of the Board it is wise to take any action in regard to H. 911 such action be in support of the bill.

It was VOTED that the Chamber take no action in regard to H. 911.

The Special Committee further recommended that the Directors appoint a Special Committee to study further the public school situation in the city of Boston for the purpose of preparing suitable proposals for the consideration of the next session of the Legislature. It recommended also that this Special Committee be instructed to confer with and secure the cooperation of other civic groups in order that a more united public opinion might be secured through the formation of an association of all groups interested in public school affairs.

After discussion, it was VOTED that such a Special Committee be constituted and that its personnel consist of the members of the Special Committee appointed to consider legislation in connection with the Strayer School Report.

It was also VOTED that the Secretary express the thanks of the Board to the members of the Special Committee for the work they had already done.

Report of the Committee on State Taxation and Expenditures on Various Matters Pending in the Legislature

A report was presented by the Committee on State Taxation and Expenditures recommending that the Chamber adopt the position suggested by the Committee as follows:

(1) Oppose S. 192 repealing existing statutes providing for proportional representation and preferential voting.

(2) Oppose H. 469 providing for taxes on gifts "whether the gift is in trust or otherwise, and whether the gift is direct or indirect."

(3) Oppose H. 869 repealing the so-called old age assistance tax on meals costing $1 or more.

(4) Oppose H. 910 providing for the establishment of a state university "for higher education of the low income groups," with authority to grant many degrees.

(5) Oppose H. 456 eliminating from the expenses which are now deductible from business income in Massachusetts, taxes paid to the United States or any other nation, or to any state or county.

(6) Oppose H. 614 increasing the state tax on business income in excess of $2000 from 1½% to 2½%.

(7) Oppose H. 1041 providing that "personal property mortgaged or pledged may be assessed to the owner or to the party in possession thereof on January 1 as the result of such mortgage or pledge." The bill also provides that "personal property which is the subject of a contract of consignment may be assessed to the owner or other party in possession."

The Committee called attention to the fact that this bill would be likely to injure seriously the wool business in Boston and had been opposed by the Board in 1943.

(8) Oppose several bills which would legalize public contests in beano.

(9) Oppose many bills proposing an increase in the minimum payments to recipients of old age assistance.

(10) Favor H. 880 providing that payment of interest on inheritance taxes "shall not be charged or collected from a date earlier than thirty days from the date of certification of the tax by the commissioner."

(11) Favor S. 343 providing that amounts deducted from dividends and interest by other countries or by other states and withheld from stockholders resident in Massachusetts shall not be considered income in Massachusetts in computing income taxes.

(12) Favor H. 1605 (and so far as its provisions are parallel H. 1651) providing for a survey of classifications and salaries of state employees.

It was VOTED that the report of the Committee on State Taxation and Expenditures be accepted and its recommendations adopted.

Emergency Charge to Assure Profitable Operations of Motor Carriers

A report was received from the Committee on Transportation reciting the difficulty that motor carriers are experiencing in operating profitably in the New England region.

The Committee stated that in an effort to remedy existing conditions a series of conferences had been held by interested parties and the conclusion reached that the issue should be met by an emergency charge of such amount as would reasonably assure profitable operations. The Committee stated that if all parties could voluntarily agree as to the type of emergency charge that should apply, an effort would be made to place the matter before the Interstate Commerce Commission with the hope of devising means to make such charges effective without the prolonged litigation which usually accompanies such proceedings.

The Committee on Transportation believed that motor truck transportation was so important to the business interests of Boston that every effort should be made to place it on a sound financial basis, preferably through such informal negotiations as are now in progress. Accordingly it recommended to the Board that the Chamber favor such temporary emergency charges as studies now in progress show are necessary to enable motor carriers to operate profitably, and that the Manager of the Transportation Bureau be authorized to present the Chamber's views at subsequent conferences.

It was VOTED that the report of the Committee be accepted and its recommendations adopted.

Dissolution of Boston Railroad Holding Company

A memorandum was presented from the Manager of the Transportation Bureau in regard to H. 1183 proposing legislation to dissolve the Boston Railroad Holding Company. In the memorandum it was stated that this bill was the outgrowth of the report of a Special Commission to Investigate Railroad Transportation Facilities Within the Commonwealth which had reported in January suggesting such legislation among other matters.

The Manager of the Transportation Bureau pointed out that the Boston & Maine would doubtless be in favor of the bill, whereas the New Haven Railroad would be opposed to it. Insurance companies, financial institutions and others having large investment would doubtless be divided in their views according to their investment positions in the two companies concerned. In view of this apparent conflict of opinion, he made no recommendation as to the position the Chamber should take in connection with the legislation proposed.

The Board discussed the matter briefly and the suggestion was advanced that perhaps the Transportation Committee should consider the matter formally and prepare a report for the next Board meeting. The Secretary pointed out, however, that the bill was scheduled for hearing before the legislative Committee on Transportation on March 28, and that therefore if the Chamber were going to take any position it should do so at this meeting.

After further consideration, it was VOTED to take no action in regard to H. 1183.

Port of Boston Luncheon

President Jackson explained in considerable detail plans that had been developed for the Port of Boston Luncheon on Thursday, March 15. He stated that the luncheon was to be held in the Main Ballroom of the Statler Hotel and that tickets had already been sold for the entire space available on the floor of the ballroom. He also said that to date over 160 members of the Legislature had accepted invitations to be present. He pointed out that the luncheon was being conducted by the Chamber and the Maritime Association and that it was co-sponsored by a large number of other organizations and groups, including organized labor. The Gillette Safety Razor Company had very generously agreed to arrange a stage display and to assume the cost incurred in connection therewith.

Mr. Jackson stated, however, that there undoubtedly would be expenses incurred in connection with the luncheon which could not be met by the proceeds from the sale of tickets. Since the various other groups had been invited to co-sponsor the luncheon without any suggestion that they defray a portion of the cost, he believed that the Chamber, which had made the arrangements for this luncheon, should assume any deficit which might result. He believed that this would not exceed $500.

After discussion, therefore, it was VOTED that there be charged to the Contingent Fund whatever amount up to $500 might be necessary to meet the expenses incurred for the Port of Boston Luncheon.

License Fee for Purchase of Alcoholic Beverages

Attention was called to the fact that the Special Commission to Study the Problem of Drunkenness had recently reported to the Legislature. Among other proposals, this Commission had suggested that all persons who purchase alcoholic beverages within the Commonwealth be required to have a license, the fee for which would be $2 a year. The Board discussed briefly as to whether or not it would be advisable to have the Chamber take any position in regard to this matter.

After consideration, it was VOTED that the Chamber take no action in regard to this proposal.

Illness of Henry J. Nichols

The Secretary stated that according to the latest advices which he had received former President Henry J. Hichols was resting comfortably but had not yet been discharged from the hospital.

It was VOTED that the Secretary again convey to Mr. Nichols the best wishes of the Board.

Adjourned at 2:00 p.m.

M. D. Liming

Secretary

AM, March 10 (UP)—Fifteen square miles of war
s, business houses and other buildings in the heart
o lay in flaming ruins today following the heaviest
rtress raid ever made on Japan.
apanese communique said the Imperial stables on
unds of Emperor Hirohito's palace were set afire.
oles also were burned in a B-29 raid Feb. 25.
e Associated Press reports that a Japanese com-
e asserted fires broke out at the Imperial Palace,
but were put out before 3 a. m. Previously Tokyo ra
said flames reached the Emperor's stables.)

Fires visible for 200 miles were kindled by 1000 to 2
tons of incendiary bombs in the two-hour raid shortly af
midnight this morning. More than 300 giant B-29's, t
greatest force ever assembled, thundered over the capi
three abreast in a 300-mile-long parade of death a
destruction.

B-29's

Saturday, March 10th 1945 X

Sleptwell and late-domito the refrigerator at 7.45 - Juice Orange Grapefruit
breakfast at 8.30 Orange juice - wheat
germ - fried Filet of Sole - Rolls - Iced
Coffee. Frances, although this is Saturday
went into Boston Red Cross just the same
leaving at 9. I was up fairly early —
secured the flag and pole from down cellar
and put it back on it's place in the
middle of the long flower box in front
of the second floor dormer window at
the front of the house. The flag and pole
had been blown off in the hurricane
last September. Frances returned from Red
Cross and when she had done her shopping
at Cushing Square, I went down to Harvard
Square with her to do some more "good
time" shopping. To the Post Office and started a
lot of mail along - to the Minute Man Radio
Shop and bought a record "Rum and Coca
Cola" sung by the Andrews Sisters —
to the Tracks for the Sunday P.M.'s to Leeds

L.S. Easter cards at Allspic + for assorted nuts. + to Clark's for little Batteries for the flash Camera, to Sage's for a dozen Bulkie Rolls, Comfort Eyebright and 2 Bags of assorted Candies + + to Woolworth's for a copy of the Book "Dragonwyck" Stopped at Griffin's and left 3 empty Bear Bottles of Louis + Frances did Rene extra "spring" shopping - a Bunch of Pussywillows, some Romaine - Mushrooms + Radishes - Back to the house. Iced Coffee. Luncheon - Soup. Hot Roast Lamb and Gravy Sandwich Salad. Limburger + crackers - milk - Frankfurt Veal Balls - Rested first part of afternoon. At 4 walked up to the Payson Park Book Shop and bought 15 more Easter Cards + Frances went down to Eileen's to buy a dress and to call on Hattie. Back to the house - put the winter shovels down cellar - picked fallen branches off the Lawn. Did more putting away things and fixing beneath the West Eaves. John + Mary went down to Cambridge again leaving at 5 - + Frances + I had our dinner at 7.

AFTER A MASSED SUPERFORTRESS ATTACK BURNED OUT PART OF THE CI

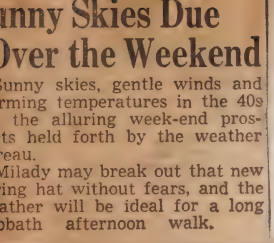


reas (light sections) are the result of the March 10 assault by more than 300 B-29's. The Imperial Palace (right) wa
es burned up close to the grounds.

Action All Along The Rhine

The entire Rhineland front from Coblenz to the Dutch border has burst into action in the wake of the sensational First Army break across the Rhine River.

Tomato Juice. Scrambled Eggs with Mushrooms
And Bacon. Stuffed Tomato –
Bulkie Roll – milk – Custard and
Crushed Strawberries + There was
Rain Flurries this afternoon –
Edward Mary got in at 4:30 a.m.



nny Skies Due
Over the Weekend

Sunny skies, gentle winds and rming temperatures in the 40s the alluring week-end pros- ts held forth by the weather reau.

Milady may break out that new ing hat without fears, and the ather will be ideal for a long bbath afternoon walk.

kies will clear about noon today air weather will continue for the noon, with a maximum tempera- of 42 degrees in the afternoon, the ther bureau said last night. It will a trifle warmer tomorrow with high diness, if any, the experts predicted. reater Boston and Massachusetts e fortunate yesterday in getting only ace of the snow which accumulated as much as an inch in some parts outhern New England. The storm pass out to sea today and there be neither rain nor snow today or orrow, the weather bureau stated.

Sunday, March 11th 1945

A good long night's sleep — The papers were somewhat late in arriving. Frances was down on a struggle. Jane brought my breakfast at 8, 30. Orange juice - Wheatgems. Lamb's gravy, toast - Iced Coffee. Up at 10 and did the usual. Letting + At 12.15 over to see Mother at 11 Oak Avenue + found her well - Back home at 10. Iced Coffee. Out in the Big Living Room - played a lot of records. Frances, John, + Mary sat out on the Brick stoop in the sun. Dinner at 2. 30 — Tomato + Bouillon Soup. Chicken a la King — with Fresh Mushrooms + Pimento - Succotash + Potatoes - New Peas. Fresh Beet Greens - Romaine Salad. Mallow. Milk, Strawberry Shortcake — Up stairs, Rested, And read the New York Papers - Started a letter to Lieut. David, Peter, + Nicholas + Frances made me a snack. A fried egg sandwich + Grizzled Ham + Milk. Fruit cup. Updated my newspapers to send Peter + Nicholas. Drafted in part my speech for the Pot Luncheon.

Herb. Rogers over for a call.

6.15 a hot tub Bath.

SENT TO DAVID, PETER & NICHOLAS

Pequossette Road
Late Sunday Afternoon
March 11, 1945

At the risk of being repetitious, I am taking advantage of a quiet lull this afternoon (when the house is quiet, except for the light drone of a radio that com ing down the annex hall) to write another summary of a week's happenings here at -- just family doings -- but which I know you will like to read about.

Here it is almost the middle of March and time for good warm days now and the e first is yet to come. However, the sun gets higher all the time, and your Mothe and Mary (hardy souls) ventured out this noon and sat on the brick stoop for an the warm sun. I stayed inside and played a lot of records, mostly classical, Magnavox. Then, too, when walking up to Mother's this morning, I saw silhouetted the Oakley hilltop a pair of golfers making their way against the sharp cold I put a lot of bird seed out on the Pergola, but the only birds that came were e of raucous Blue Jays and they have been around all winter.

Now let's see what we have been doing from day to day. Monday was another town day and Belmont experienced its most expensive per-ballot election in its histor cost to the town of 72 cents for every vote cast because only 1257 votes -- less percent of the total registration -- turned out. There were no contests, which the lack of interest. Another work day -- and lunch at the Ambassador on Winter breaded Pork Chop), then to Penn's to order a bouquet of spring flowers for to be sent in David's name; then some miscellaneous shopping. When I reached d John drive me down to the Centre so I could leave five months' diaries to be Tuesday. The Big News. The Capture of Cologne. This was a rainy day with and umbrella. Working all day at theoffice -- lunch at the "Knockers" Club, a the State House; stayed at the office until 5:45, then walked out to 136 Common- venue and attended a dinner meeting of the Board of Directors of the Boston y Alumni Association. Wednesday -- your Mother was sick again and in bed all

Thursday, June
late Spring Offensive
March 11, 1973

lay with a cold. Work as usual until 12:30 then to Monte's for luncheon
n North Street (Filet of Sole). Secured your framed pictures and later in the
lay raised $5,600 for the work of the Boston Development Committee. My pajamas
re all worn out so bought, as a starter, a classy pair at Jordan's -- Red and
hite Diamond checks. (The Old Dog). For dinner piping Hot Clam Chowder and
hose extra large Pilot crackers. A joke proposal by a Mass. Legislative
mmission today -- to license consumers of alcoholic beverages at $2.00 a head
r year. Ye Gods! What next?

Thursday, came the flash that the Yanks had made a swift, sensational
ossing of the Rhine. Momentous news and heartening to us all. Very much so.
ur Mother was all better and was away for Boston Red Cross very, very early,
after breakfast, I walked up to Sam's for the morning papers but he was all
ld out. Just then a friend came along in his car and gave me a lift right
to the office. After going over my mail, I hurried over to a barbershop and
a much needed and long delayed haircut and shampoo -- the birds were beginning
make nesting reconnoitering flights about my pate, so it was about time.
noontime, to Penn the Florist's again, to order another bouquet of spring
wers for Jeanne, this one from Mother and me. Walked up to the Hotel Statler
sit in at a luncheon meeting to make preparations for the Big Port of Boston
cheon next week. Publishers and Advertising Club heads there. Another visit
the State House for a conference with the Republican floor leader. Late in
afternoon, by train to Belmont to attend a Trustees' meeting at the Library,
oh was over at 6 and then home by taxi. Friday was a nice warm day, out
Park Street and to Bailey's to procure chocolate marshmallow fudge to send
er and Nicholas. To the office and work and then on the Federal Income Tax
irn -- worse than work. At 12:30 a luncheon meeting of the Board of Directors
the Chamber of Commerce. Mrs. Proctor called long distance this evening to

day with a call. Work as usual until 12:30 then to Monte's for luncheon
on Berth Street (Pilot of Sole). Secured your framed pictures and later in the
day raised $5,500 for the work of the Boston Development Committee. My pictures
are all worn out so bought, as a starter, a classy suit at Abraham's -- tan and
white Diamond checks. (The Old Boy). Bob dinner picking out Clan Chowder and
those extra large Pilot crackers. A joke proposed by a wag. Inflationitis
continues today -- to Diamond consumers of alcoholic beverages at $6.00 a head
for Peter. To Dodd! What next?

Thursday, came the flash that the Yanks had made a multi, sensational
trading of the Babe. Momentous news and heartening to us all. Only once as
after breakfast, I walked up to Ben's for the morning papers but he was all
Arthur was all dexter and was ready for Boston Red Cross work, very early,
in out. Just then a friend came along in his car and gave me a lift right
to the office. After going over my mail, I buzzed over to a Performance and
a most needed and long delayed haircut and shampoo -- the birds were beginning
make nesting reconnoitering flights about my pate, as it was about time.
evening, to Penn the Florist's again, to order another bouquet of spring
were for Jemima, this one from Mother and me. Mailed up to the Hotel Statler
sit in at a Jamesson meeting to make preparations for the Big Port of Boston
Season next week. Publishers and Advertising Club meets there. Another visit
the State House for a conference with the Republican Floor Leader. Late in
afternoon, by train to Belmont to attend a Trustees' meeting at the Library,
on was over at 6 and then home by taxi. Friday was a nice warm day, out
Back Shovel and to Bailey's to procure chocolate marshmallow fudge to send
r and Malcolm. To the office and work and then on the Federal Income Tax
rn -- worse than work. At 12:30 a Jamesson meeting of the Board of Directors
the Chamber of Commerce. Mrs. Proctor called long distance this evening to

us Jeanne and Baby Leslie are going home from the hospital next day. Despite
eing Saturday your Mother went into Red Cross for a couple of hours. I was
rly, fixed up the flag pole and flag and replaced them in front of the second
dormer -- they were blown down in September's hurricane. About 11:30 your
r and I went down to Harvard Square to do some more "good time" shopping --
e Minute-Man Radio Co., bought the record "Rum and Coca Cola" sung by the
Sisters -- on the other side, "One Meat Ball" -- then some Kemp's nuts,
Easter cards, candy at Sage's, also a dozen rolls and a loaf of rye bread,
on. Your Mother bought a fine bunch of Pussy Willows, some muchrooms,
Romaine. In the afternoon she went down to Filen's to buy a dress to wear
York. I to the Payson Park Book Shop to get some more Easter cards.
id some filing in the cabinets in the West eaves and succeeded in bumping
d against the rafters several times (Life with Father) -- during the day
now flurries -- and so we coast into another Sunday -- with its pile of
, Boston and New York, and to see Mother, as I said above, the playing of
s, the sunning by the Annex before a late dinner -- chicken a la king,
tring potatoes, new peas, fresh beet greens, strawberry shortcake. Now I
eluctantly bring this letter to a close and for a while draft my speech
e Port Luncheon next Thursday. The coming seven days will be busy ones,
ots of work at the office and then on Friday, on the ten o'clock, your
and I whirl away to New York, to stop at the Waldorf Astoria, and then
ver to New Jersey to see our dear granddaughter for the first time, dear
, and her parents. And how we hope David will be there by that time. What
ion that will be. On Saturday evening, too, I am going to the Annual Dinner
Friendly Sons of Saint Patrick to be held at the Hotel Astor -- as the
of Judge Leary. It is one of the big dinners of the year and I am delighted
able to attend. I have rambled on -- tried to set down the story of a week

to attend. I have rambled on -- tried to see down the story of a very
dear Lucy. It is one of the big disasters of the year and I am delighted
that Saturday your brother went into Bad Cross for a couple of hours. I was
only. Lived up the flag pole and flag and replaced them in front of the central
Library -- they were flown down in September's hurricane. Above 11:30 your
time and I went down to Harvard Square to do some more "good time" shopping --
Christmas Bells Inc., bought the record "Man and Gone Gals" sung by the
Sisters -- on the other side, "One Meat Ball" -- then some lamb's neck
oyster earth, candy at Sage's, also a dozen rolls and a loaf of rye bread,
home. Jim Barber bought a fine bunch of Pansy Mellows, some mushrooms,
celery, and we had to see Lucy. It is the afternoon she went down to Brimm's to buy a dress to wear
to Jim's to the Pigeon Inn Dock Shop to get some more oyster crabs,
and wine filling in the cabinets in the back caves and succeeded in tangling
against the rafters several times (Life with Father) -- during the day
Preston -- and so we count into another Sunday -- with its pile of
and New York, and to see Nothing, as I said above, the playing of
the amazing by the Bruce Hutton a late dinner -- chicken a la King,
and potatoes, new peas, fresh iced greens, elementary economics. Now I
currently bring this letter to a close and for a while dwell my opinion
Jurs Luncheon next Thursday. The coming seven days will be busy ones,
at work at the office and then on Friday, on the train a'plod, your
I would away to New York, to stay at the Belmont Hotel, and then
to Wew Jersey to see our dear Grandchildren for the first time, dear
her parents. And how we hope David will be there by that time. That
will be. On Saturday evening, too, I am going to the Annual Dinner
Dance of Saint Patrick to be held at the Hotel Astor -- as the

y you would like to read it. When I next write you at length, I will be
o tell you all about our trip to the metropolis -- our visit to see Little
eslie -- and all the happiness therein. Then also I plan to take pictures
due course you will have the prints and have your pictures of the Baby.

I now bring another week to a close and I know no better way than this
te my dear brave sons and to send them my heartfelt love.

Gay P. Boulton

UNITED STATES ARMY

Sunday March [illegible], 1945

Dear Tom + Ed,

Thanks for your letter - I'll bet "inviting" you know only too well. I do get so hungry - never had such an appetite in all my life - I'm now down at the service club with an old Exeter pal Jimmy Ramy whose dad wrote "Philadelphia Story" and also that new Bankhead play that was recently in Boston "foolish notion." I'm really back on the old camping ground [illegible] with him for reasons that are twofold, the theatre and Exeter - In a short while I'm going over to the Blanding Field House to see a show called "Parade

Rest" a musical review composed of one
hand full of puts, two hand fulls of 4 F's
and one or full of jabs with shapely
"jazz" — in any case, I'll like it.

Lyttle in Cairo has a soft and
brain job in our office here — I'm not
so envious!

Here are a few [illegible] —
[illegible] quotable but one with my
[illegible] racking — first of all there are
eight weeks left in my cycle of
which I could get a [illegible]
of which, 14 days — I would
be sensational — but the [illegible]
really depends on how the war
is going —

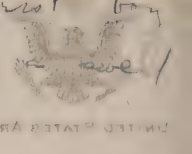
As you know I am now
[illegible] Intelligence & Communications Corps
and, hmm, it's really swell — I was
chosen with four other fellows from
old company to come here — high
school education required) In this
enormous camp there are only two
other companies like (this. We now

UNITED STATES ARMY

ride out to the ranges instead
of walking - I'm going to learn
how to drive a jeep and trucks
of various sizes (can think of no
further back, huh?) We spend most
of the days in class learning - or rather
how to collect information etc. By comes we
still get physical training and they sure
know how to kick it out of you. So far
it's a great outfit - boy who he handles
beside me is a typical loud E. Lawson-
looks like [illegible]
kid - to [illegible]
kiddies - [illegible]
[illegible]
together - he never let the same rocks
that I knew for Ronnie - He lives in
Queens, loud stamp. His name is Nicholas
Nick -

Did I let the cat out of the
bag that my name is Leslie.
When game out I was at the station
Roop the movie names, I picked as
first choice as Leslie and second
for Malcolm - I always have a

daughter, it will have to be the latter -
daughter shall be Frances and first boy
shall be Nicholas P. - Leslie is a name /
girls name -



[illegible] I am now bound
to the house - at the time I
should be [illegible] $18.00 bonds - I have
decided to cash these bonds in at
[illegible] maturity I can't wait 10
and buy - [illegible] - this is what I
want [illegible] most of the
Something was missing
the [illegible] it was not
[illegible] and [illegible] I must [illegible]
and take The [illegible] -
[illegible] into [illegible] and [illegible] -
[illegible] back which included
[illegible] G.I. shoes - a nice
[illegible] pair of steel helmet - (it
should [illegible] right - a steel helmet - it
shot - it was a first rate ordeal -
boys colleges but I had no complaint
and came through without a [illegible]
but as usual - during the march
there passed by [illegible] and I am not [illegible]



(4.) a coke wagon - 15 min. later (2) an ice cream truck - and [illegible] later (3) a milk truck and finally and here is the [illegible] (4) a hearse - you never heard so many groans - It was a riot -

I plan to meet a boy from [illegible] Exeter in Jacksonville on Easter - I [illegible] I'd [illegible] a call there to [illegible] - this kid is a sailor [illegible] uh - Peter was out to see from here - [illegible] "heart [illegible] St. [illegible]" - picture [illegible] - [illegible] away.

I am now reading [illegible] play by Eugene O'Neill -

[illegible] Island on This white [illegible] with [illegible] -

Love



THE CURFEW HOUR.

Battle of Germany

The Moats Crossed

The Americans last week drove across the Rhine into the heartland of Germany.

The Russians, just over 300 miles to the east, broke across the Oder on the direct road to Berlin.

Allied bombers for the twenty-fifth straight day sowed large-scale destruction across the Reich.

The coordinated strategy approved at Yalta was at work, the climactic phase of the Battle of Germany seemed at hand. The great rivers behind which the Wehrmacht had been driven, along which the Nazi leaders had hoped to drag out the war, now were being bridged by steady streams of tanks, guns, trucks and infantry pouring into the central Reich.

No major barrier now stands between the Wehrmacht and the decisive clash of arms with the converging Allies. The breaches of the Rhine and Oder are too great to be stopped up by a German Army which has been battered by a two-front war almost incessantly for more than nine months. Since D-day, June 6, the Wehrmacht has suffered more than 1,500,000 casualties in the west alone. It must fight now a battle of multiple threats, of armor against armor—a war of movement when the battle area is steadily shrinking.

"MEETING OF THE NOT-SO-BIG THREE"



Batterworth in The Manchester Daily Dispatch

(1) The Rhine

This is how SHAEF told last week of one of the most dramatic as well as strategically most significant turns in the war in the west: "The Ninth Armored Division of the First United States Army * * * reached the Rhine River on March 7 at 1630 [4:30 P.M.] and sent patrols across the bridge at Remagen, which was captured intact. * * * Tanks and infantry poured across the bridge, capturing the town of Erpel and surrounding high ground before pushing on inland."

It was the first time since Napoleon's armies crossed the Rhine in 1805 that Germans had seen an invading host upon the eastern shores of the river that throughout their mythology and history has been regarded as a moat, a barrier of defense. The American bridgehead, established unexpectedly and as a result of one of those mistakes that alter history, came as a climax to the two-week-old Allied offensive that yesterday saw Allied armies mounting the watch on the west bank of the Rhine from Coblenz at the mouth of the Moselle to Nijmegen in the Netherlands.

The turn of events at Remagen had not been according to German plans. These called for demolition of the Ludendorff railroad bridge, a 1,068-foot span between Remagen on the west bank and Erpel on the east. The charges had been set. Only the throwing of the proper switches was needed to send the great bridge into the river even as had been done up and down the Rhine. Suddenly the Ninth Armored Division that had cut across the rugged Eifel mountain country rolled into Remagen, and as patrols neared the bridge a German demolition worker did pull a switch. There was minor damage, but before additional charges could be exploded the American were in control. The Allies had a bridgehead. It threatened the whole German position on the Rhine's east bank.

Target Tokyo

By Air, Sea and Land

On many fronts last week Japan was feeling the weight of Allied power. Up and down the western Pacific, American air and amphibious forces were striking hard blows against the enemy —raining bombs on his homeland, securing their island foothold at his very doorstep, cutting into his conquered empire. At the same time, other, even heavier blows were being planned in Washington, where the ranking chiefs of the Pacific theatres had come for conferences on future strategy.

The most dramatic of last week's actions came on Friday, when a fleet of 300 Superfortresses, operating from bases in the Marianas, made their first "1,000-ton" raid on Tokyo. For almost two hours, wave after wave of the giant bombers swept over the Japanese capital, dropping their loads of incendiaries on a fifteen-square-mile area of the city's crowded industrial section. Only two planes failed to return from the mission which was reported to have resulted in "fifty times more damage" than the heaviest previous strike and to have left the area a "sea of flames" from which smoke and fire were rising to a height of 20,000 feet.

Sgt. Peter J. Benton
SMS-51 MCAS
Mojave, Calif.







March 12, 1945

Dear Mom and Dad,

I guess you're so anxious to see your new Grandchild that your big bedroom is just buzzing what with, songs, chatter, whistles, and cheers by you both, Spring is surely here again. I addressed all my Easter Cards tonight after church. I included Grandmother and Uncle Pat and aunt Louise. This is a new pen and it is pretty nice writing.

I won't be able to send my big Bunny to the baby until tomorrow. It is cute as the dickens. I slept quite a bit of the morning. I did go to breakfast at six. Just what is

it treat makes you respond to chow call no matter what they serve? Well, I'm a bigger boy so I can't complain.

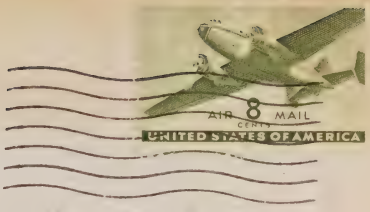
Walter Winchell was pretty emphatic tonight. Yes Sir, he's just the same.

The weather is beautiful. You can get a nice burn for yourself if you want. I'll be glad when I can get some of it in my shots pretty soon.

Love,
Peter

Sgt. Peter J. Benton
ARS. 51 MCAS
Mojave, Calif.

U. S.
10 AM
MAR 12
1945
NAVY



Mr. and Mrs. Jay R. Benton
3 Pequossette Road
Belmont, Massachusetts



BOSTON EVENING AMERICAN

. XLI—NO. 298 Entered as second class matter at Boston postoffice BOSTON, MONDAY, MARCH 12, 1945 32 PAGES PRICE 3 CENTS



PLANNING NEW PORT—Jay R. Benton, general chairman of the Greater Boston Development Committee, and Rep. Peter J. Jordan of Revere, Republican whip of the State House of Representatives, confer on legislative bill to remake the port of Boston on a scale permitting competition with New York in transatlantic trade. The bill will come before the House this week.

Boston University Law School Association

There will be a meeting of the Executive Committee, at the Law School 11 Ashburton Place, Boston, Mass.

On Monday, March 12, 1945 at 4 P. M.

Important business will be transacted, especially

ANNUAL DINNER - VERY IMPORTANT

EDWARD M. DANGEL
Sec. - Treas.

Had to pass this up.







UNCLE CLARENCE'S
75th BIRTHDAY PARTY

MAR. 12, '45

105 East 38th.Street.
New York 16, N.Y.

March 22,1945.

Dear Jay,-

It was mighty nice of you to send me the prints of the snapshots you took at the last birthday party ,at which we were both present.I am much pleased to have them and the negatives and they will be a wonderful reminder of that eventful occasion.

And I want to take this opportunity,to thank you and Frances for the lovely silver dish, which the nephews and nieces presented to their seventy-five year old uncle.It will make a nice companion piece to the silver bowl,presented by the same group,upon the sixtieth anniversary.

You amd Frances must have had a great thrill,upon seing your granddaughter for the first time.I am sure that she was pleased to see you.The next time you come on this way,I may have the priviledge of seeing you.

With thanks for your thoughtfulness and with love to you both,

Most sincerely,

Uncle Clarence.

185 DEAN ROAD
BROOKLINE, MASSACHUSETTS

Dear Jay:— March 28th '45.

How Surprisingly Clear-cut the little snap shots are! It was such a nice idea your bringing in your Camera the other Evening and the little photographs make a charming moment of Clarence's 75th birthday that I am glad to have. Thank you Ever so much.

I understand you found your Granddaughter a pretty nice Specimen of babyhood! Too bad

185 DEAN ROAD
BROOKLINE, MASSACHUSETTS

She doesn't live just a little nearer
so you might see her often but per
haps that may come about later
when the war is over and meantime
there will be a fine obligation for
you to run on to run on to New Jersey
once a month to see how she grows.
I am sure Frances will love it and
it will do you both good. And I do
hope David can soon see his daughter.
I am ashamed to be so late in sending
you my thanks for the pictures - but

now I can thank you for the Easter Card as well - for it has just come - such a cunning one - I enclose one for you & Frances - Let us hope for as lovely a day on Sunday as we are being blessed with now. It is exciting to see the buds bursting out but makes one a little fearful to have it happen quite so early.

My love to all the family and thanks again - Most sincerely always,

Aunt Minnie Hill.

GREATER BOSTON DEVELOPMENT COMMITTEE

80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS

Telephone Hancock 1250

Action Today to Achieve the Boston of Tomorrow

ITON

BRETT
CHURCH
GKINSON
JACKSON

RANCIS ADAMS

LEE

March 12, 1945

Hon. Alexander C. Murray
Mayor of Fall River
City Hall
Fall River, Massachusetts

MARKED COPY

Dear Sir:

While all of us are primarily interested in whatever will help to bring about the early winning of the war, it is none too soon to think of the after-the-war period and to make plans for it. An intelligently prepared program is just as desirable for a city as it is for a big business corporation.

Boston has many serious problems to face as have most of the older cities of the country -- such as the drift of population to the suburbs and the shrinkage in realty values with the resultant overburdensome increase of the tax load in proportion to income. Action to bring about a change in conditions is imperative.

A small group of civic minded citizens has been giving considerable thought to what should be done in order to place Boston in a position to meet adequately post-war problems as they arise and to take advantage of the changes which the coming of peace is sure to bring with it. These men are now inviting others to join with them, including in their list representatives of civic, business, labor and religious groups, as well as other individuals ready to help in making Boston an increasingly desirable place in which to live and in which to do business, with the object of obtaining a cross section of the men and women who are sincerely interested in the welfare of our city.

The plan is to appoint various committees to deal with important subjects, such as traffic, transportation, harbor development, airport expansion, and housing. Experts from the city government, from our universities, and others will be asked to help in making plans for the betterment of the city so that the general committee can take intelligent, effective progressive action.

You are invited to become a member of the general committee. We hope you will join in this work and would be pleased to have your acceptance by March 19.

Very truly yours,

Jay R. Benton

Jay R. Benton, Chairman

Charles E. Lee

Charles E. Lee, Secretary

Monday, March 12th 1945

Down stairs at the regular time. Orange juice - wheat germ - Chicken a la king - Iced Coffee - Suit case day to the Square with Frances, Julius office. Ned. Mansfield laid up at home still with pleurisy. Dictated my Post Luncheon speech. At 11.30 over to the Bank to take in $48,000 Quebec Bonds Crockett came left at 12. His wife was operated on this morning + to lunch, Jerd at 1.15 - to Rosoff's on SUMMER St. Sea Food Plate - Iced Coffee. Orange + to Jordan's - 7th Floor - ordered 3 Mexican chairs for the West Lawn + to Whites, Filenes - Kennedy's looking for cotton pajamas - no luck - Rivalry got them at Leopold Morse + office - over to the Chamber of Commerce to sign letters - Office - did the ordinary afflications - also the cash surrender left at 4.45 with Moody - directly home via East Cambridge. Dressed. Tuxedo. John drove Frances and me into the Women's City Club - 40 Beacon St. Attended Birthday dinner Party for Clarence H. Hill on his 75th. A real good time. Uncle Dan + Aunt Annie, Aunt Marion, Don + Ruth, Wetherbee, Peg (Cal's wife) and Henry Clough - Home in a taxi - Snow + rain - to Bed at 10 +

Tuesday, March 13, 1945

War Bulletins

Remagen Bridgehead Enlarged

The American First Army has opened its first full-scale attack from the Remagen bridgehead and Russian troops apparently have opened the final drive on Berlin.

Tuesday, March 13th 1945

Up at 7.45 - for breakfast - orange juice wheat germ - Drofted egg on corn beef hash - As Frances was going up to the local branch of the Harvard Trust Co. to have her Federal Income tax return made out - I up to Sam's - but his taper all sold out - to town all the way on the car + office work - to 12.30 then to the Parker House and the Knockers Club + good attendance + had omelette with Mushrooms - Spinach - Roll - postage - cheese - Iced Coffee - orange - to Jordan's - left film - Office - Real Estate - At 3.30 To Chamber of Commerce + Meeting of the Executive Committee of the Greater Boston Development Committee - over at 4.45 - Office. Left at 5.15 with Moody - So home. Rested - Iced Coffee. Dinner at 6.30 - Soup. Roast Ham. Condiments. Creamed Potatoes, Cabbage. Salad Russian Dressing - Bulkie Roll. Milk - Strawberry + Banana Sundae Cake + Rested John drove me down to Waverley Attended Directors meeting Cooperative Bank Long drawn out - Home with Billy Leslie to bed at 10.



UNITED STATES ARMY

all the needs and [illegible] you
pick up in hard work —

Love,
Nick

March 13, 1945

Dearest Dad B.!

Just a note to tell you that Dad has 2 cartons of bulbs for you. He was unable to get more as the photographers need a priority for them.

Thanks so much for all the darling cards — I love the things you write on them!

Leslie is such a good little girl — cries very little, has a swell appetite, and sleeps very well.

See you very soon!

Lots of love, Jane.

GREATER BOSTON DEVELOPMENT COMMITTEE
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock 1250
Action Today to Achieve the Boston of Tomorrow

BENTON
ien
. BRETT
C. CHURCH
ODGKINSON
K. JACKSON

FRANCIS ADAMS

E. LEE

March 9, 1945

To the Members of the Executive Committee:

There will be a special meeting of this Committee next Tuesday afternoon, March 13th, at 3:30 P.M. in the Directors' Room, 14th Floor, Boston Chamber of Commerce, 80 Federal Street, Boston.

The order of business will be limited to the Port Authority Bill. This Bill has been set down for hearing at the State House before the Committee on State Administration for Monday, March 19th, at 10:30 A.M. Therefore, it is most important that you make every effort to attend our meeting next Tuesday.

Yours very truly,

Charles E. Lee, Secretary

GREATER BOSTON DEVELOPMENT COMMITTEE

80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS

March 9, 1965

There will be a special meeting of this Committee next Tuesday afternoon, March 15th, at 3:30 P.M. in the Directors' Room, 11th Floor, Boston Chamber of Commerce, 80 Federal Street, Boston.

The order of business will be limited to the Port Authority Bill. This Bill has been set down for hearing at the State House before the Committee on State Administration for Monday, March 15th, at 10:30 A.M. Therefore, it is most important that you make every effort to attend our meeting next Tuesday.

BOSTON UNIVERSITY
BOSTON 16, MASSACHUSETTS

OFFICE OF THE PRESIDENT
688 BOYLSTON STREET

March 5, 1945

Mr. J. R. Benton
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

It gives me pleasure to invite you to be the guest of the President and Trustees of Boston University at luncheon on Founders' Day, Tuesday, March 13, at 12:30 o'clock, in our Charles Hayden Memorial Building (685 Commonwealth Avenue).

For several years we have conducted an Institute of national or international importance in connection with our annual observance of Founders' Day. This year, out of deference to governmental regulations and travel conditions, we are limiting our Founders' Day celebration to a Convocation at 11 o'clock in the morning and a Trustees' Luncheon Meeting at 12:30 o'clock. The By-Laws of the University designate Founders' Day for a stated meeting.

Let me express the earnest hope that you will not only be able to accept this cordial invitation to be the guest of the President and Trustees at luncheon, but also that you will be able to attend the Founders' Day Convocation, which will be held in the auditorium of our Charles Hayden Memorial Building at 11 o'clock that morning. The University Chorus under the direction of Professor James R. Houghton will sing. Other interesting features will characterize the program. The subject of my Founders' Day Address is LEGENDS AND TRADITIONS OF BOSTON UNIVERSITY.

Along with you, I am inviting a few other Alumni who have become identified with our College of Liberal Arts Building Fund Campaign. It is our hope that these Alumni will be able to make a report of progress. I am sure the Trustees will be greatly interested in hearing how the Campaign fares.

Since the luncheon is to be catered it will be necessary for us to know how many reservations to make. Will you therefore kindly let me have your answer to this invitation by March the 10th, if possible?

With kind regards, I am

Faithfully yours,

Daniel L. Marsh

Daniel L. Marsh, President

WAVERLEY CO-OPERATIVE BANK

30 Church Street, Belmont, Mass.

AMES R. LOGAN, President
AY R. BENTON, Vice-President
/ALTER E. BORIGHT, Treasurer

Telephone BELmont 2800

March 5, 1945.

Mr. Jay R. Benton
Boston Mutual Life Insurance Company
160 Congress St.,
Boston, Mass.

Dear Mr. Benton:

According to our by-laws our regular meeting of the directors should be held on Monday evening March 12th.

As the Annual Town meeting falls on this night it is doubtful if a quorum would be present, therefore we believe it advisable to adjourn the meeting to Tuesday evening, March 13th. at 8 p.m.

Mr. Logan is anxious to have a picture of the group and would like to try again to have all the directors present. Will you please advise me if you will be able to attend.

Sincerely yours,

Waverley Co-operative Bank

Walter E. Boright

web:m

Walter E. Boright, Treasurer

Waverley Cooperative Bank.

Estimate of Earnings, March 12, 1945.

rnings:		
Interest	$ 36,076.62	
Fines	186.39	
Application Fees	95.00	
Register Check Fees	206.35	
Overs & Shorts	4.59	
		36,568.95
ss:		
Expense		6,473.94
t available for distribution		30,095.01
ss: Charge offs		
Share Ins. Fund(#3) ¼ of $2,320.59	580.14	
Furniture & Fixtures	100.00	
Bank Bldg.(3/4 of 1% on 24M)	180.00	
Prepaid Insurance	145.02	
Brokers' Commissions Paid	536.00	1,541.16
Available for Dividends		28,553.85
ss: Dividends:		
Serial shares 3 Mths at 2½%(3%-7651.95)	6,376.63	
Matured " " " " "	6,882.50	
Paid-up " " " " "	4,805.00	
Military " " " " "	28.48	
Dividend Svgs. " " " "	56.18	18,148.79
Available for Guaranty Fund & Surplus		10,405.06
: Guaranty Fund 5%	(9129.74)	
lus	(1504.75)	1,504.75
	$ 7624.99	$ 8,900.31

its @ 3% would cost $1,275.32

Salaries

Officers	393.00	
Clerks	550.32	
Security Committee	35.00	
Directors	30.00	
		[illegible]
[illegible]	350.00	
Branch Office	25.00	
Advertising	62.62	
Printing & Stationery	50.00	
Postage & Express	16.14	
Telephone	31.41	
Dues	10.00	
Petty Cash	3.44	
Officers Expense	27.60	
Insurance	20.00	1150.21
		2[illegible].00

Building Expense

Janitor	91.00	
Coal	19.34	
Taxes, Water, Light	50.30	
Repairs & Service	4.35	
Cleaning	10.00	174.99

Miscellaneous Votes and Items

[illegible] action of the Treasurer in signing Federal reserve [illegible] in substitution of Form 3354, per Bond Rules [illegible]

[illegible]tion in mortgage interest rate:

Malcolm Chase	4%
James J. Velmont	4%
Catarina Lazzi	4%
Lorraine Spence	4%
Joseph Swasey	4%
Charles Frederick	4% on payment of $1000.

[illegible]fits of Sec. 208. to Charles Frederick $4#400

[illegible] Surplus with Bond Premium $52.32

[illegible] of land on Elm St., Sheffield for $10.00

[illegible] Items

[illegible] Budget

Spring Has Come to Boston, Go to Flower Show and See!



Spring-Like Weather to Continue Today

Spring isn't here yet, but you'd never know it by the weather.

Today will be fair and mild again, the Weather Bureau says, with gentle to moderate winds. Temperatures will be in the 50s. Weather like that of recent days starts Victory gardeners to pouring over seed catalogues and brings the kids out with bats and balls.

But Spring is still eight days away and there will be more below freezing temperatures before then.

Wednesday, March 14th 1945

Up at the regular time - Orange juice - Wheat Germ. Scrambled eggs + Bacon - Toast - Iced Coffee - to the Square with Frances Subway - Office - Much work - Ned Mansfield still laid up with pleurisy - Out to lunch at 12 with Brett Lane - to Steuben's - Consommé - Roast leg of Veal. Spinach - Roll. Hot Coffee. Grape Fruit. Took the Subway at Boylston, usual, to Symphony - to Horticultural Hall - saw the Flower Shower - a delightful and a spring tonic - Back to Town on the Subway to Park St to R. H. White's - Bought another pair of Textron Pajamas + to Jordan, Filene's, Kennedy's, Leopold Morse - but no dress shirts to be had. 2 More Cards to send Jeanne and the Baby. Bought 200 large envelopes - Back to office. at 2.30 - at 3 came Allen C. Brett to confer on Boston Committee matters - Work on federal income tax returns - left at 4.45 - with Moody to Harvard

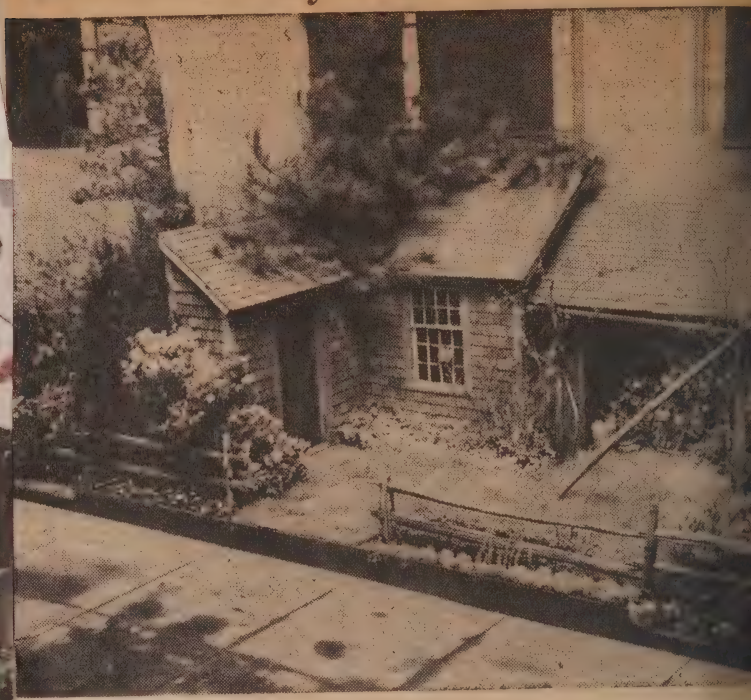
Square - to the old Mosser - they located a dress shirt - A Stop at the Big Bear Bought a dozen Bulkie Rolls and 3½ pounds of Bananas + Home. Little Living Room. Iced Coffee. Dinner at 6. Soup Black Bean soup. Butterfish - Tartar Sauce - Stuffed Potato. Spinach - Salad - Bulkie Roll - Milk. Fruit cup of Bananas Oranges and grapefruit - At Dinner Mary swallowed a gold inlay. Yesterday John cleared all his bear bottles off the Back Porch.

E FLOWER SHOW . . . . . By Quinn



The 'Little Gray Home' at the Flowe





By a Staff Photographer

Almost Hidden in Lilacs, It Seems Typical of New Engl

Winter-surfeited Bostonians, visiting the Spring Flower Show at Horticultural Hall, linger in front of this New England Homestead Garden, enjoying its authentic atmosphere of spring along New England country lanes. This exh Nurseries, is one of the series of at the show, which continues fr p. m. each day through Saturday.



SETTING AND PHOTOGRAPH BY THE AUTHOR

ARLINGTON GAS LIGHT COMPANY

Notice of Regular and Annual Meeting of Directors

Boston, Massachusetts
March 9, 1945

To the Directors

Arlington Gas Light Company:

You are hereby notified that a Regular and Annual Meeting of the Board of Directors of Arlington Gas Light Company will be held in the Directors Room, 11th floor, 441 Stuart Street, Boston, Massachusetts, on Thursday, March 15, 1945, at 10:30 o'clock in the forenoon, for the election of officers and the transaction of any other business that may be brought before the meeting.

Ralph D. Washburn

Clerk

R

ARLINGTON GAS LIGHT COMPANY

Regular and Annual Meeting of Directors

March 15, 1945

10:30 A. M.

Agenda

(1) Approve last minutes. December 14, 1944.

(2) Approve Financial Statements:

a. Comparative Earnings Statement for the one and two months' periods ended February 28, 1945 and February 29, 1944.

b. Comparative Balance Sheet as at February 28, 1945 and February 29, 1944.

(3) Declare dividend. $ \5 payable March 26, 1945 to stockholders of record March 15, 1945.

(4) Approve Improvement Authorizations. $25,500.00.

" Retirement Authorizations. $ 5,400.00.

(5) Action re subscription to American Gas Association for advertising.

That the action of the officers in subscribing, for and on behalf of this Company, the amount of $2,302.64 to the American Gas Association for a proposed Research and Development Plan for the Gas Industry, be and hereby is authorized, approved, adopted, ratified and confirmed.

(6) Appoint Auditor. Lybrand, Ross Bros. & Montgomery.

(7) Elect President.

(8) Appoint officers:

Vice President
Vice President
Assistant Treasurer
Assistant Treasurer
Assistant Clerk
Auditor

(9) Any other business.

(10) Adjourn.

TIVE FINANCIAL SUMMARY

MONTH ENDED :/

ITEM	CURRENT MONTH AMOUNT THIS YEAR (B)	CURRENT MONTH AMOUNT LAST YEAR (C)	INCREASE OR DECREASE (D)	MONTHS TO DATE AMOUNT THIS YEAR (E)	MONTHS TO DATE AMOUNT LAST YEAR (F)
(A)					
NINGS					
ALES					
COUS OPERATING REVENUE					
SE SALES AND JOBBING					
RCES					
GROSS EARNINGS					
EXPENSES TAXES ETC					
COSTS - ELECTRIC					
COSTS - GAS					
POWER					
GAS					
TAL					
ICIPAL AND STATE					
RAL					
TAL					
AL					
TING EXPENSES & TAXES					
S					
CTIONS					
LONG TERM DEBT					
ER INTEREST					
OF DISCOUNT					
NCOME DEDUCTIONS					
E INCOME					
EFERRED					
MMON					
NGS					
ART OF PERIOD					
NGS DURING PERIOD					
CREDITS					
DEBITS					
OF PERIOD					
ERATING REVENUES					
S PURCHASED					
ASED GAS					
NCE %					
%					
EXPENSES %					
%					
S & TAXES %					
%					
DEPRECIATION %					

TIVE BALANCE SHEET ARLINGTON GAS LIGHT COMPANY AT 2/20/45

ITEM (A)	19 45 (B)	19 44 (C)	INCREASE OR DECREASE (D)
ASSETS			
SETS			
	286 518 21	258 231 96	28 286 25
POSITS			
ADVANCES RECEIVABLE			
ECEIVABLE			
AND SUPPLIES	68 213 87	59 116 18	9 097 69
	14 470 93	14 292 74	178 19
icipation Notes	290 000 00	275 000 00	15 000 00
L CURRENT ASSETS	659 203 01	606 640 87	52 562 14
SSETS AND UNADJUSTED DEBITS			
COUNTS	3 778 19	3 334 73	443 46
N LONG TERM DEBT			
JUSTED DEBITS	2 418 77	7 382 24 **	4 963 47
L DEFERRED ASSETS AND UNADJUSTED DEBITS	6 196 96	10 716 97 **	4 520 01
AND FUND ACCOUNTS			
TMENT	3 395 252 35	3 386 882 96	6 369 39
TMENTS	11 050 58	1 00	11 049 58
REDEMPTION FUNDS			
INVESTMENT AND FUND ACCOUNTS	3 404 502 93	3 386 883 96	17 618 97
D TOTAL ASSETS	4 069 702 90	4 004 241 80	65 461 10
LIABILITIES			
BILITIES			
DVANCES PAYABLE			
YABLE	36 428 96	37 954 34 **	1 525 38
CLARED			
CURRENT LIABILITIES	36 428 96	37 954 34 **	1 525 38
BILITIES AND UNADJUSTED CREDITS			
DEPOSITS	13 916 53	15 255 57 **	1 339 04
YABLE NOT CURRENTLY DUE			
OUNTS	189 450 79	194 497 15 **	5 046 36
ONG TERM DEBT			
STED CREDITS	6 458 72	4 773 45	1 685 27
EFERRED LIABILITIES AND UNADJUSTED CREDITS	209 826 04	214 526 17 **	4 700 13
BT			
E BONDS			
LONG TERM DEBT			
LIABILITIES	246 255 00	252 480 51 **	6 225 51
AL AND RESERVES			
CK			
	2 281 500 00	2 281 500 00	
OCK			
PITAL STOCK	219 501 70	219 501 70	
PRECIATION	1 176 709 26	1 117 292 78	59 416 48
S	11 022 93	8 137 42	2 885 51
FOR EXTENSIONS			
	134 714 01	125 329 39	9 384 62
NVESTED CAPITAL AND RESERVES	3 823 447 90	3 751 761 29	71 686 61
TOTAL LIABILITIES	4 069 702 90	4 004 241 80	65 461 10

PRESENTED AT MEETING OF BOARD OF DIRECTORS

HELD ON March 25, 1948

BUDGET ITEM	AUTHORIZATION NUMBER	PURPOSE	AMOUNT AUTHORIZED FOR NEW CONSTRUCTION	AMOUNT OF PLANT AND PROPERTY RETIRED	COST OF REMOVAL LESS SALVAGE	NET CHARGE RETIREMENT RESERVE	NET CHARGE INVESTMENT
1-2	2-2	1948 New Business Blanket - Gas	$20,000.00	-	-	-	$20,000.00
2-2	12-2	1948 Gas Distribution Retirement Blanket	-	2,800.00	$100.00	$2,700.00	2,800.00
4-4	3-4	1948 Blanket - Office Equipment	3,250.00	-	-	-	3,250.00
5-4	13-4	1948 Retirement Blanket - Office Equipment	-	2,500.00	200.00	2,300.00	300.00
7-8	2-8	1948 Blanket - Tools, Shop and Laboratory Equipment	500.00	-	-	-	500.00
8-8	12-8	1948 Retirement Blanket - Tools, Shop and Laboratory Equipment	-	300.00	-	200.00	100.00
9-10	6-10	1948 Blanket - Additions to Land and Structures	$50.00	-	-	-	$50.00
10-10	16-10	1948 Retirement Blanket - Additions to Land and Structures	-	100.00	$5.00	95.00	5.00
11-12	5-12	Lay gas main in Hancock Street & Blake Road, Quincy	$3,000.00	-	-	-	$3,000.00
		TOTAL	$26,800.00	$5,700.00	$305.00	$5,295.00	$21,505.00

PORT OF BOSTON

Luncheon

IMPERIAL BALLROOM — HOTEL STATLER

Thursday, March 15, 1945 at 12:30 p.m.

ACTION TODAY TO ACHIEVE THE PORT OF BOSTON OF TOMORROW

Don't miss this opportunity to participate in the campaign to revive the Port of Boston so as best to serve the interests of Massachusetts and New England.

Hear Post-War plans for the port explained by Governor Maurice J. Tobin; William K. Jackson, President Boston Chamber of Commerce; Ralph E. Flanders, President, Federal Reserve Bank; Jay R. Benton, Chairman, Greater Boston Development Committee; Members of the Legislature; and other distinguished leaders.

AUSPICES OF:

AMERICAN COMMUNICATIONS ASSOCIATION (C.I.O.)
ASSOCIATED INDUSTRIES OF MASS.
BOSTON CHAMBER OF COMMERCE
BOSTON MARINE SOCIETY
BOSTON WOOL TRADE ASSOCIATION
FEDERATED FISHING BOATS OF N. E.
FOREIGN COMMERCE CLUB
GREATER BOSTON DEVELOPMENT COMMITTEE
INTERNATIONAL LONGSHOREMEN'S ASSN. (A. F. of L.)
MARINE ENGINEERS BENEFICIAL ASSN. (C.I.O.)
MARITIME ASSOCIATION
MARITIME DAY COMMITTEE
MASS. COMMITTEE FOR PORT DEVELOPMENT
MASS. COUNCIL OF RETAIL MERCHANTS
MASS. FISHERIES ASSOCIATION
MASTERS, MATES AND PILOTS ORGANIZATION (A. F. of L.)
NATIONAL MARITIME UNION (C.I.O.)
NEW ENGLAND COUNCIL—Mass. Division
NEW ENGLAND EXPORT CLUB
PROPELLER CLUB OF BOSTON
RETAIL TRADE BOARD
SEAFARERS INTERNATIONAL UNION (A. F. of L.)

Tickets $2.50 — Tables Seating Ten $25.00

For Reservations mail enclosed card or telephone
MARITIME ASSOCIATION — HANcock 1250

Ladies Invited

Make checks payable to MARITIME ASSOCIATION, 80 Federal Street



Port of Boston Topic For Forum Today

A Port of Boston forum in which legislative, industrial, labor, banking and transportation leaders will take part will be conducted today at the Hotel Statler ballroom.

Speakers will include Gov. Tobin, William K. Jackson, president of the Boston Chamber of Commerce; Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development; former Gov. Joseph B. Ely and Jay R. Benton, chairman of the Greater Boston Development Committee. The proceedings will be rebroadcast by WNAC and the Yankee Network between 3 and 4:15 P. M.

"PORT OF BOSTON" LUNCHEON Thursday, March 15th

The luncheon to be held at the Statler Hotel, under the leadership of the Maritime Association, Port of Boston, next Thursday, March 15th (MARINE GUIDE, Mar. 3), in cooperation with 22 other port and industrial organizations, is practically sold out, and will be one of the largest such meetings ever held.

Main objective of the luncheon meeting is to gather together representatives in all lines of business to hear of the plans for the development of the Port of Boston's facilities and of New England commerce. These plans will be presented to the group through prominent speakers, including Governor Maurice J. Tobin; William K. Jackson, President, Boston Chamber of Commerce; Ralph E. Flanders, President, Federal Reserve Bank; Jay R. Benton, Chairman, Greater Boston Development Committee; members of the legislature; and other leaders in port affairs and industrial New England.

Reservations for this luncheon, if any are still available, may be made with the Maritime Association, 80 Federal St., Boston, telephone Hancock 1250, at $2.50 per person.

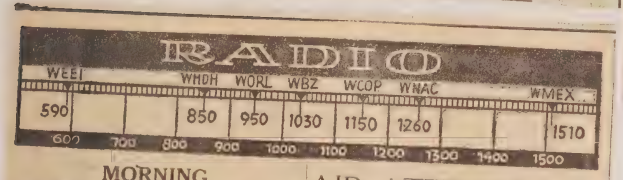
Boston Port Forum to Be Rebroadcast

For the benefit of those who are unable to obtain tickets for the Boston Chamber of Commerce luncheon tomorrow at the Hotel Statler, WNAC announces a rebroadcast of the entire proceedings of the "Port of Boston Forum" right from the speakers' table from 3 to 4:15 p. m. This luncheon is a preview discussion of the Port Development Bill to come before the Legislature in special committee hearings on March 19. It provides for minimum port facilities for post-war competition.

Heading the forum speakers are Gov. Tobin, William K. Jackson, president, Chamber of Commerce; Ralph E. Flanders, chairman, Massachusetts Committee for Port Development; Joseph B. Ely, former Governor, and Jay R. Benton, chairman, Greater Boston Development committee.

BROADCAST PART OF BOSTON FORUM

The Port of Boston Forum will be broadcast this afternoon from 3 to 4:15 o'clock from the imperial ballroom of the Hotel Statler, where leading members of the commercial life of the city and State will join legislators at the Boston Chamber of Commerce special luncheon to boost the port. Heading the forum speakers, to be heard over radio Station WNAC, will be Gov. Tobin.



MORNING

8:00 WBZ—World News Roundup.
WNAC, WEEI—News.
WHDH—Martin Agronsky, news.
WMEX—Newsreel of the Air.
WCOP—Bing Crosby, songs.
WORL—News; A Song for You.
8:10 WORL—Morgan Memorial Church.
8:15 WBZ—Fun with Nelson Bragg.
WNAC—George and Dixie, songs.
WEEI—Shopping News.

AIR ATTRACTIONS

AFTERNOON

BLOOD DONOR B. Bronstein, field director Camp-Hospital Service, and Gray Ladies, interviewed; WCOP, 1:45.

PORT OF BOSTON Forum: Gov. Tobin, William K. Jackson, Ralph E. Flanders, Joseph Ely and J. R. Benton from Boston Chamber of Commerce; WNAC, 3 to 4:15.

Radio Timetable

WEEI-590kc-CBS	WHDH-850kc-BLUE	WBZ-1030kc-NBC	WNAC-1260kc-MBS	WMEX-1510kc-199m
3:00 "Mary Marlin": sk.	Recorded Music	"Woman of America": sk	Port of Boston Forum:	"Irish Melodies"
3:15 Notes for Victory.	Air Express Music	"Ma Perkins": sketch	speakers: Gov. Tobin;	News service
3:30 News; Hollywood	Jewish Philanthropies	Pepper Young's Family	Wm. K. Jackson; Ralph	Cowboy Jamboree
3:45 I T M'Donald, news	Music; Listen, Milady	"Right to Happiness"	E. Flanders; Hon Jos.	Cowboy Jamboree
4:00 "Touse Party": Art	Westbrook Van Voorhis	"Backstage Wife": sk.,	Ely; Hon. J. R. Benton	News; K. Kyser's Orch.
4:15 Linkletter; Songs.	Air Express; News	Stella Dallas: sketch	Jane Cowl, talk	Jimmy Lunceford's Or.
4:30 Vets' Information	Jack Rogers, songs	"Lorenzo Jones": sketch	Musical Roundup	Frankie Master's Orch.
4:45 "Follies" — Evelyn	"Hop Harrigan": sk.	"Young Widder Brown"	"The Handy Man"	Bobby Sherwood's Orch.
5:00 Howe, m. c.; News	'Terry and the Pirates'	"When a Girl Marries"	Musical Roundup	News; Tom. Tucker's Or
5:15 Carl Moore: music	"Dick Tracy": sketch	"Portia Faces Life"	"Superman": sketch	Cowboy music
5:30 Dr.: Help Wanted	"Jack Armstrong": sk.	'Just Plain Bill': sketch	"House of Mystery": dr	Round-Up Time
5:45 "Inside MGM"	"Captain Midnight": sk	"Front Page Farrell"	"Tom Mix": sketch	Round-Up Time
6:00 "Page One": news	Johannes Steel, news	News: Geoffrey Harwood	News service	News service
6:15 CBS World Uews.	News; "Whose War?"	Embarkation Port Band	"Digest"; Snapshots	Sports stories; Music
6:30 Courage; Sports	"Jerry and Sky"	"Serenader": songs	"The Answer Man"	Moment Musicale
6:45 News; 6:55 J Harsch	Milton George's Orch.	Lowell Thomas, news	Musical program: 'War'	Natural Science Talk
7:00 J. Kirkwood Show,	'Serenade at Seven'; or	Perry Como Supper Club	Fulton Lewis, Jr., news	Frank Fallon: sports
7:15 Popular music	Raymond Gram Swing	J. W. Vandercook, news	"Tello-Test"; Fred Lang	March to Victory
7:30 "Mr. Keen": dr.	Boston Quiz Kids	Bob Burns; Shirley	Arthur Hale, reporter	News; Tax talk
7:45 "Mr. Keen": dr.	Boston Quiz Kids	Ross: songs; orch.	"Ask the Army"	Jack Leonard, songs
8:00 Margaret O'Brien;	Earl Godwin, news	Frank Morgan; C Daley;	Frank Singiser, news	Concert melodies
8:15 Dame M. Whitney	"Lum 'n' Abner"	Erie Blore; John Conte	Curt Massey's Program	News service
8:30 Death Valley Sher-	America's Town Meeting	Dinah Shore's Open	"Agatha Christie's Poi-	Cowboy music
8:45 iff: drama; News	'How Should We Deal	House; Groucho Marx	rot": detective drama	Tommy Carr's Orch.
9:00 Morton Gould's Or:	With Defeated Japan?'	Bing Crosby Show; guest	Gabriel Heatter, news	Irish Melodies
9:15 Muriel Smith, gst.	Adm. Yarnell; others	Artie Shaw & Group	Real Stories dramatized	Classical Album: Debus-
9:30 'Corliss Archer': dr	Benny Goodman's Orch	Joan Davis; Jack Haley;	Licia Albanese; Fran-	sy, Quartet in G minor
9:45 'Corliss Archer': dr	Dance orchestra; drama	comedy; soloists	cesco Valentino; orch.	Classical Album: Debus-
10:00 "The First Line":	Fred Waring Show	Abbott and Costello	Anita Ellis; Quintette	sy, Quartet in G minor
10:15 drama; guests	Fred Waring Show	Abbott and Costello	Paul Schubert, news	News service
10:30 R. Bloch: L. Doug-	March of Time: drama;	Rudy Vallee Show: Edith	Parade: Music Roundup	Will Bradley's Orch.
10:45 las; Joan Edwards	music; guest speakers	Gwynn; guest	Music Roundup; W'ther	Del Courtney's Orch.
11:00 News; Rideout	News; Sports Oddities	News; Elmer N. Eddy	News service	Eddy Duchin's Orch.
11:15 Unrationed Jam	Parade of Dance Bands	Weather; Bump Hadley	Newsreel	Jazz Album
11:30 Sec. H. L. Ickes;	Fishermen's program	T. Emerson's Kidoodlers	George Sterney's Orch.	Jazz Album
11:45 Sidney Hillman	Show Tune Time; News	Music You Want	George Sterney's Orch.	Day's End: music
				Day's End: News

BOSTON CHAMBER OF COMMERCE
PRESIDENT'S OFFICE

March 7, 1945

Mr. Jay R. Benton
160 Congress Street
Boston, Massachusetts

Dear Sir:

The organizations named in the attached list are jointly sponsoring what promises to be one of the largest, most interesting and construc-tive meetings ever held to discuss the Port of Bos-ton, its present conditions, and plans for its fu-ture development to serve best the interests of Massachusetts and New England.

The meeting will be in the form of a luncheon at the Hotel Statler, Thursday, March 15.

I very much hope that you will find it possible to be a head table guest at this import-ant meeting. Since the time is short, I should appreciate it if you would kindly mail the enclosed acceptance card as soon as convenient. Guests will assemble in the Statler's Parlor F, mezzanine floor, at 12:15.

Very truly yours,

William F. Jackson

William F. Jackson
President

G
Enclosures

BOSTON CHAMBER OF COMMERCE
PRESIDENT'S OFFICE

March 13, 1945

Mr. Jay R. Benton
Boston Mutual Life Ins. Co.
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

I am very glad that you are planning to attend the Port Luncheon on Thursday, March 15. The speaking program requires a rather strict time schedule. Accordingly, we are asking head table guests to meet in Parlor [illegible] Hotel Statler, at not later than 1:10 p.m. They will shortly thereafter proceed as a group to the main ballroom. Adjournment is planned for not later than 2:30 p.m.

It will be a pleasure to see you.

Sincerely yours,

William K. Jackson

William K. Jackson
President

G

Thursday, March 15th 1945

Got up at 7.50. Breakfast. Orange juice Wheat germ. a fine piece of Schrod. Toast. Iced Coffee. to the Square with Frances. Subway-office. Work at 10.30 Subway to Copley Square. Attended Directors' meeting of the Arlington Gaslight Co. Back by Subway to the office at 11.20. Left at 11.45. Subway to Arlington St. to Hotel Statler. Attended the Tercentenary. "Port of Boston" luncheon-Spoke. Subway back to town & office. Everett Lane had left to attend a consultation of doctors re his wife. Fred Mansfield still out ill. So I had quite a lot of work to do and besides this is the dammake Federal Income Tax Day. Worked hard until 4.45 - then everything set to go to New York tomorrow. Rode home with Moody - had a stop at Harvard Square - into Ted's old house but my shirt had not shown up - so home. Listening Room. Iced Coffee Dinner at 6.30 - Sliced Consommé

Mercury Hits 72 to Set New Mar. 15 Record

Six Degrees Higher Than Mark in '13

Today's warm temperature equalled the record for any March day in the history of the Boston weather bureau. The mercury topped 72 degrees this afternoon, six degrees higher than the March 15 record, and was still climbing.

The record for the day was 66 in 1913. Today's temperature tied the high record for the entire month of March. On March 5, 1880, we had a reading of 72.

Courageous persons, perhaps a bit hardy or possibly rather foolhardy, actually stretched out on the grass, or where the grass was and will be, on the Common. But there were no signs of swanboats.

Over in the athletic corner of the Common, however, baseball games were going.

ed Sliced Ham. Potato Salad –
String Beans. Tomato + lettuce
alad + Pop Overs. Milk – a little
pple Pie + Cheese. With John down
o Harvard Square looking at the fakers.
ang out – Travis and to Cambridge
or Dinner +

BOSTON CHAMBER OF COMMERCE AND MARITIME ASSOCIATION

PORT OF BOSTON LUNCHEON

HOTEL STATLER - MARCH 15, 1945

LEFT

Robert S. Wayland, President, Boston Real Estate Board

Edward L. Hubbard, President, Retail Trade Board; President, T.D. Whitney Company

Herman A. MacDonald, Commissioner, Department of Public Works

Hon. Charles Francis Adams, Vice President, Boston Chamber of Commerce; Chairman of the Board, State Street Trust Co.

Representative Fred A. Hutchinson, House Chairman, Committee on State Administration

Charles E. Spencer, Jr., President First National Bank of Boston

Representative Roy C. Smith, Chairman, House Committee on Ways and Means

Hon. Cornelius F. Haley, Senate Chairman, Committee on State Administration

Representative Edmond Talbot, Jr., House Chairman, Committee on Harbors & Public Lands

Walter S. Bucklin, President, National Shawmut Bank of Boston

Hon. Charles W. Olson, Senate Chairman, Committee on Harbors and Public Lands

John J. Del Monte, President, Central Labor Union of Boston

John F. Tinsley, Chairman, Massachusetts Committee for Economic Development; President, Crompton & Knowles Loom Works

Mrs. Edwin Troland, President, Massachusetts State Federation of Women's Clubs

Harvey G. Turner, Master, Massachusetts State Grange

Charles J. Bateman, President, Savings Bank Association of Massachusetts; President, Somerville Savings Bank

Harry A. Tilton, President, Boston Wool Trade Association; Fallon & Tilton

Frank A. Krim, Vice President, Massachusetts Council of Retail Merchants; President, Denholm & McKay, Worcester

Representative John E. Flaherty, House Minority Leader

Hon. Donald W. Nicholson, Senate Majority Leader

Commodore Wilfrid N. Derby, USCG, District Coast Guard Officer, First Naval District

Robert Mills, N.E. Business Agent, National Maritime Union of America

Hon. Joseph B. Ely, Vice Chairman, Massachusetts Committee for Port Development; Ely, Bradford, Thompson & Brown

Howard S. Palmer, President, New York, New Haven & Hartford R.R.

Hon. Frederick B. Willis, Speaker of the House

Ralph E. Flanders, Chairman, Massachusetts Committee for Port Development; President, Federal Reserve Bank of Boston

His Excellency Maurice J. Tobin Governor of the Commonwealth

William K. Jackson, President, Boston Chamber of Commerce; Vice President and General Counsel, United Fruit Co.

Hon. John E. Kerrigan, Mayor of Boston

Hon. Arthur W. Coolidge, President, Massachusetts Senate

Jay R. Benton, Chairman, Greater Boston Development Committee; President, Boston Mutual Life Insurance Company

Allan J. Wilson, Vice President, Motor Truck Club of Massachusetts; President, A. Towle Co.

John H. Decatur, President, Massachusetts Farm Bureau Federation

William J. Doyle, President, Massachusetts State Federation of Labor

Harold D. Ulrich, General Chairman, Brotherhood of Railway and Steamship Clerks

Brig. General James A. O'Connor, USA, Division Engineer, War Department

Hon. Joseph L. Murphy, Senate Minority Leader

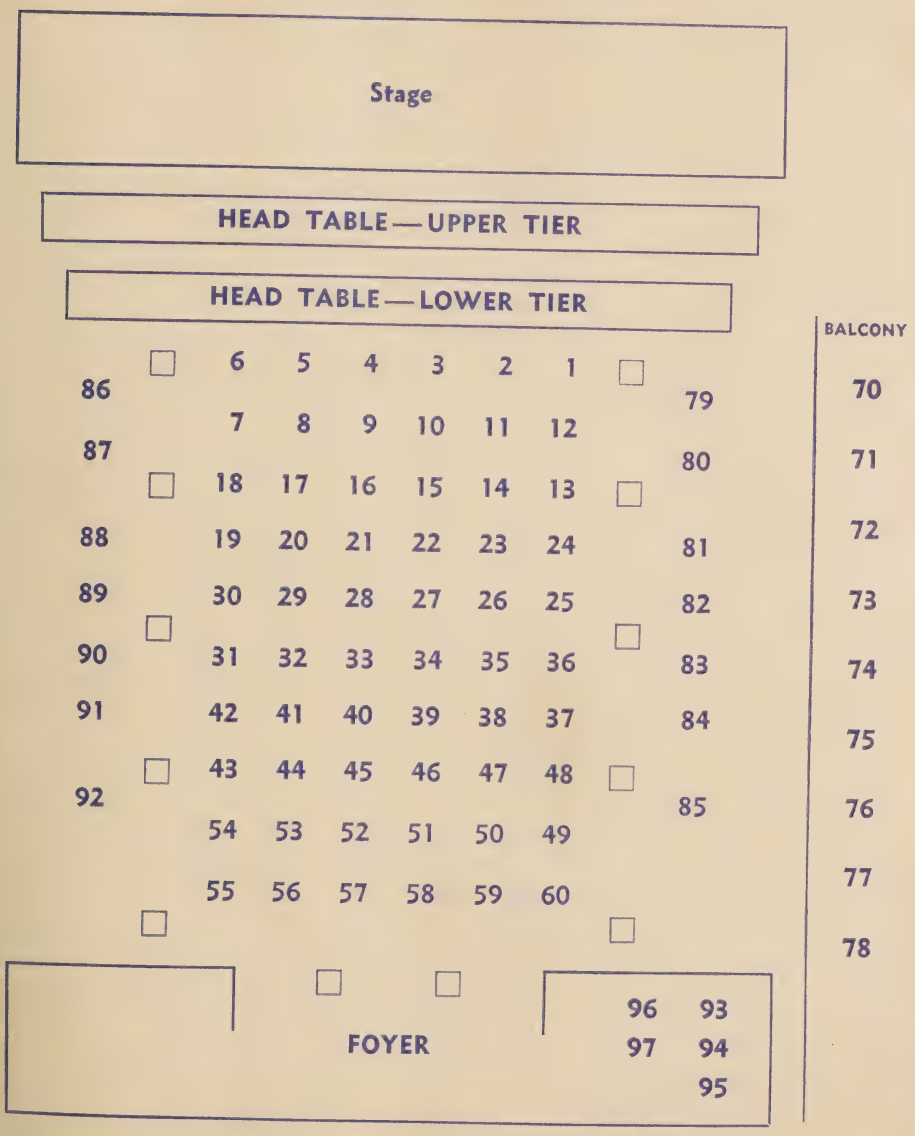
Representative John H. Valentine, House Majority Leader

SEATING PLAN

PORT OF BOSTON LUNCHEON

Imperial Ball Room — Hotel Statler

THURSDAY, MARCH 15, 1945



REMARKS BY JAY R. BENTON

CHAIRMAN, GREATER BOSTON DEVELOPMENT COMMITTEE

AT THE PORT OF BOSTON LUNCHEON

MARCH 15, 1945

LAST SUMMER THERE WAS A SPONTANEOUS UPRISING BY A GROUP OF CITIZENS, REPRESENTING IMPORTANT INTERESTS, SUCH AS THE REAL ESTATE EXCHANGE, THE SAVINGS BANKS, THE RETAIL TRADE BOARDS, THE CHAMBER OF COMMERCE, AND OTHER GROUPS WHO FELT THAT IT WAS ABOUT TIME THAT SOMETHING WAS DONE ABOUT BOSTON. THIS UPRISING RESULTED IN THE FORMATION OF A GENERAL CITIZENS COMMITTEE THAT NOW COMPOSES OVER 200 MEN AND WOMEN WHO HAVE ACHIEVED LEADERSHIP IN STATE, FEDERAL, AND MUNICIPAL GOVERNMENT, EDUCATION, BUSINESS, RELIGIONS, LABOR, AND CHARITIES. THEIR PRIMARY OBJECTIVE IS TO PROMOTE UNITED EFFORT AND ACTION FOR THE FURTHER DEVELOPMENT OF BOSTON AS A DESIRABLE PLACE IN WHICH TO LIVE AND TO DO BUSINESS. THIS GROUP WAS UNANIMOUS IN THE DECISION THAT WE SHOULD FIRST PUT OUR SHOULDER BEHIND AN EFFORT TO SECURE A STRONG PORT AUTHORITY BILL, AND ON JANUARY 10TH SUCH A BILL WAS FILED WITH THE LEGISLATURE.

THE PORT OF BOSTON, BECAUSE OF ITS NATURAL ADVANTAGES, IS A GREAT SEAPORT AND NO BETTER PROOF IS NEEDED THAN THAT OUR COUNTRY HAS MADE IT ONE OF THEIR GREATEST PORTS IN THIS WAR. THIS PORT OF OURS IS NOT THE ORIGIN OR DESTINATION OF THE BULK OF TRAFFIC CARRIED BY ITS WATER LINES. IT IS A CONCENTRATION POINT OR GATEWAY IN SEVERE COMPETITION WITH OTHER GATEWAYS ALONG OUR COAST FOR THE SHIPPING BUSINESS. A GREAT PORT SUCH AS OURS IS A FOCUS OF LINES OF COMMUNICATION, AND THIS COMMUNITY, LOCATED AT SUCH A FOCUS, ENJOYS PECULIAR ADVANTAGES. MILLIONS OF DOLLARS ARE EXPENDED IN THIS PORT SIMPLY FOR HANDLING THE VESSELS IN AND OUT. OTHER CARRIERS MAKE, IN THIS COMMUNITY, LARGE OUTLAYS IN CONNECTION WITH TERMINAL OPERATIONS. THEY PAY HEAVILY FOR COAL TO LOCAL DEALERS; THEY PAY LONGSHOREMEN FOR HANDLING THEIR CARGOES; THEY ~~PAY FOR~~ BUY PROVISIONS, STORES, AND DUNNAGE FROM

MARCH 15, 1942

CAL MERCHANTS; THEY PAY PILOTS FOR TAKING THE SHIPS IN AND OUT, AND TOWING COMPANIES
R BERTHING THEM. THE MILLIONS SPENT FOR HANDLING THE VESSELS DOES NOT TAKE INTO
OUNT THE SUMS SPENT FOR DOCKING AND REPAIRING THEM. IT DOES NOT CONSIDER THE
UE TO THE COMMUNITY OF THE SHIPS' CREWS AND THEIR FAMILIES WHO LIVE HERE, OR THE
RICAL FORCES, EMPLOYED ON THE PIERS AND IN THE LOCAL FREIGHT AND PASSENGER OFFICES
DOES IT INCLUDE THE TAXES ON REAL PROPERTY WHICH ARE OWNED BY THE LINES OR LEASED
GIVEN VALUE BY STEAMSHIP USE. NOR DOES THE ESTIMATE CONSIDER THE HUNDREDS OF
ES AND OTHER CRAFT WHICH SUPPLY BOSTON WITH COAL AND LUMBER; NOR THE LIGHTERS
H ARE EMPLOYED TO TRANSHIP BETWEEN LAND AND WATER CARRIERS; NOR THE CARTAGE
S WHICH TRANSFER PACKAGE FREIGHT.

AS IMPORTANT AS THE PORT IS TO BOSTON AND OUR METROPOLITAN CITIES AND TOWNS,
FAR MORE VALUABLE TO MASSACHUSETTS AND TO NEW ENGLAND. ALL EASTERN AND NORTHERN
NGLAND INTERESTED IN OVERSEA AND COASTWISE SHIPMENTS HAS VALUE AND POWER ADDED
BY THE PROXIMITY OF THE BOSTON WATER TERMINALS. EVERY EXTENSION OF SUCH TERMINA
CES GIVES ADDED VALUE AND OPPORTUNITY FOR EXPANSION TO EVERY POINT IN THE
TORY IT SERVES. IN NORMAL TIMES INTERIOR NEW ENGLAND SENT OR RECEIVED 3 TONS
IGHT THROUGH THE BOSTON GATEWAY FOR EVERY TON THERE TRANSHIPPED FOR THE PORT
AND SO RECEIVED 3/4THS OF THE DIRECT ADVANTAGE OF EVERY BOSTON STEAMSHIP
E FOR EVERY 1/4TH THAT BOSTON RETAINED. THIS INDICATES THE TRUE RELATIONSHIP
N THE SEAPORT AND THE TERRITORIES OF MASSACHUSETTS AND NEW ENGLAND. THE PORT
SERVANT OF THE INTERIOR. SOME ARE BEGINNING TO REALIZE THAT MASSACHUSETTS AND
LAND HAVE, IN GENERAL, COME TO THE POINT WHERE THEY MUST STAND AS A UNITED
T OR YIELD THEIR INDUSTRIAL SUPREMACY. THIS BUSINESS OF DEVELOPING THE PORT
ON WITHOUT FURTHER DELAY IS SERIOUS BUSINESS. IT MEANS THE BUILDING OF WATER
OR NEW ENGLAND. IT MEANS BUILDING MODERN AND UP-TO-DATE FACILITIES SO THAT
MEET OUR COMPETITORS UPON AN EQUAL BASIS. IT MEANS THE REMOVAL OF BARRIERS
INTERCHANGE, INTERPOSED BY UNJUST RATES AND PRACTICES. IT MEANS ACTIVE
TION WITH THE LINES NOW HERE SO AS TO MAKE THEIR SHIPS PROFITABLE. IT MEANS

. NEW STRONG PORT AUTHORITY MUST USE EVERY EFFORT TO ATTRACT, ENCOURAGE, ENGAGE,
D NEW SHIPPING LINES AND TRANSPORTATION ROUTES TO BE ESTABLISHED HERE. THE LARGE
WE ARE PLAYING FOR IS INDUSTRIAL AND COMMERCIAL EXPANSION AND SUPREMACY. BETWEEN
RST WORLD WAR AND THE PRESENT WAR WE WERE ASLEEP AT THE SWITCH. THE TIME HAS COME
SS TALK AND MORE ACTION. IT REMAINS TO BE SEEN WHETHER WE WILL FACE THE TRUTH --
, ECONOMIC FACTS -- AS WE HAVE FACED THE REALITIES OF WAR. IF WE HAVE LEARNED OUR
FROM THE EXPERIENCES OF THE PAST, THERE IS NO LIMIT TO THOSE RICHES WHICH THE
HAS IN STORE FOR US.

PUBLISHED MONTHLY BY THE BOSTON CHAMBER OF COMMERCE

BOSTON BUSINES

"To Promote the Commerce and Industry of Boston and New England"



(ARTHUR GRIFFIN)

Head Table Notables and Novel Animated Display at "Port of Boston Luncheon" of Boston Chamber of Commerce and its affiliated Maritime Association. See Page 7.

APRIL, 1945



Double-tier headtable and part of the unusually large crowd at the "Port of Boston Luncheon" conducted by the Boston Chamber of Commerce and its affiliated Maritime Association. (Fay Foto S

All Up for the Port of Boston!

Intensity of let's-get-together spirit at greatest rally indicates immediate launching of unified efforts to make Port an outstanding leader in postwar national and world commerce

By B. G. Priestley

"PORT of Boston Luncheon" March 15 under the auspices of Boston Chamber of Commerce and ffiliated Maritime Association in mperial Ballroom of Hotel Statler loped into the greatest rally for the nsion of the facilities and busi- of Boston Harbor in many, many s.

ore than 1200 business, financial shipping executives and others in- ted in seeing Boston become one ie nation's and the world's fore- ports in after-war years were in dance. Approximately 200 mem- of the two branches of the state lature were special guests, Legis- activities having been adjourned g the time of the rally.

ominent Speakers

less than 10 outstanding speakers ed for or demanded a place up for Boston in postwar maritime ties. The enthusiastic applause their messages left no doubt that ng of the Port on an extensive is becoming a "must" with fast- sing numbers of leaders in the unity.

speakers included Governor Maurice J. Tobin, President William J. Jackson of the Chamber, who is also chairman of the Governing Board of the Maritime Association; Jay R. Benton, chairman, Greater Boston Development Committee; Howard S. Palmer, president, New York, New Haven & Hartford Railroad; Ralph E. Flanders, president, Federal Reserve Bank of Boston; William J. Doyle, president, Massachusetts State Federation of Labor; Robert Mills, port agent for the National Maritime Union; former Governor Joseph B. Ely; Allan P. Wilson, president, A. Towle Co. and vice-president, Motor Truck Club of Massachusetts; Joseph H. Decatur, president, Massachusetts Farm Bureau Federation, Inc.

Governor Corrects Impression

Early in his talk Governor Tobin gave some impressive statistics to correct the notion prevalent in some quarters "that freight movement through the Port of Boston has been constantly dwindling." On that subject he said in part:

"An examination of the to[illegible] record relating to traffic moving through the Port shows that Bost[illegible]'s total cargo business is substantially more than twice what it was 30 y[illegible] ago and that, in 1937, Boston had the largest movement of tonnage [illegible] year except the boom year of [illegible] Even during the years of deep dep[illegible]sion from 1930 through 1936 Boston business far exceeded that of 1920. Sixteen and a half million tons of business in 1939, 17½ million tons in 194[illegible] compared with seven and a ha[illegible] lion tons in 1905, seven and a third million in 1910, nine and a quarter million in 1920, and 14½ million in 1930, are figures which speak for themselves. True, there are elements in the situation that are difficult. True, that much of the gain recorded is in bulk not general cargo, and bulk cargo, such as petroleum products, is not as productive of employment. There are, therefore, important needs, yet the overall up to the outbreak of this war is a gaining not a receding port."

But the Governor hastened to add, "The fact that Boston business has not declined, but, rather, has progressed, must obviously not lead to

placency, but is stated only that may know better the problem ad. It is important to know that are building on a substantial struc- and that we are not merely com- cing to build. But proceed for- d, we must. Even were we in first tion among the ports of the nation, could not remain idle. We would e to meet competition.

e Advantage!

We should definitely take advan- e of that which God has given us— of the greatest natural ports in the ld. . . . Houston dug a 50-mile canal he Gulf of Mexico to create a har- . . . I am confident we shall all k together to develop Boston Har- —New England's greatest natural urce—to its fullest possible devel- ent."

discussing the Port situation her, the Governor gave his views several important angles. He said art:

of intelligent co-operative relationship between the steamship industry and waterfront labor which is necessary for the securing of competitive business

Railroads Should Help

"The support of our transportation agencies is also a prerequisite to success. Active railroad support is required and no railroad in Massachusetts should be allowed to control another. The competition of free and independent railroads is essential.

"Similarly active steamship support of the port is required. Independent management of Boston overseas lines largely disappeared in the early 1900's and these lines have since continued to be operated with United States headquarters at New York, whether American or foreign owned. Independent Boston management had previously worked to fill ships here. Consolidated management with New York headquarters gets business at one port, if not at another, and has not the same incentive to build our port. New England and Massachusetts capital should be encouraged to establish a steamship service with headquarters in Massachusetts, which would give New England direct service to the principal ports of the world instead of the present port of call service now received.

"For the improvement of Boston's competitive position action of some public body is required. Boston cannot depend alone on private initiative, essential as that initiative is. The task ahead requires continuous, detailed and laborious effort that cannot be performed solely by any voluntary group. Accordingly, in my inaugural, I recommended that an authority be created to have powers consistent with its responsibility for the full development of Boston Harbor, and that funds for the purpose of organization, investigation, planning and promotion be made available.

"The present period of hostilities is stimulating progress in ocean, land and air transportation. If port competition were present and far-reaching before the present war, it is safe to say that the same situation will prevail when peace returns, and in even fuller measure. The wartime Port has made an enviable record. Unquestionably the opportunity will be at hand for a peacetime record of similar outstanding accomplishment. May it not be missed, for the chances are that its like will not be seen again.

"Unity of Purpose"

"This great gathering of legislators and business men bespeaks unity of purpose in seeking the protection and development of one of New England's greatest assets—the Port of Boston," declared Chamber President Jackson in opening his speech. "We are here to take stock of this asset, and plan the part it shall play in maintaining that high level of production, employment and wages which is so necessary for



Headtablers at the Port luncheon of the Chamber, left to right, former Governor Joseph B. Ely, vice chairman of the Massachusetts Committee for Port Development; Howard S. Palmer, president, New York, New Haven & Hartford Railroad; President William K. Jackson of the Chamber; Hon. Frederick B. Willis, speaker of the Massachusetts House; Ralph E. Flanders, president, Federal Reserve Bank of Boston and chairman, Massachusetts Committee for Port Development.

The entire proceedings were rebroadcast over WNAC, key station of the Yankee Network, from 3 to 4:15 p.m

o meet the needs of the postwar attention must be directed to the ical facilities of the Port, to well ted, efficient and modern docks and s, properly equipped, which will in making it possible for cargo to h destination on a competitive s. Expenditures for the develop- t of Port facilities must, of course, etermined by the economic sound- of each particular proposal ad- ed.

Piers alone will not meet the needs he Port. Co-operation of labor and agement and the active support of transportation agencies is essen-

Those informed about corrective sures taken under the stress of war litions agree that Boston is now on bor parity with its companion ports the North Atlantic, and that the nges have strengthened our com- tive position. The important thing e sure of is that having reached this ition, we do not recede from it after war, and that we secure the kind

the happiness and prosperity of New England.

"It is expected that the next era in the history of the United States—the Postwar Era—will be characterized by an expanding world trade—a tremendous growth in the interchange of goods and commodities between the peoples of the world. It will be sustained by a quickened industrial activity in all lines of domestic commercial endeavor. It will involve a full use of our port and transportation facilities. Is New England going to be ready to take its part in this world trade growth and expansion?

"At the end of the war the United States will have at least one huge war-created asset—50,000,000 tons of shipping—which may be used in carrying this expanded world trade. There was a surplus of tonnage after the close of the last war from which many of the American shipping companies of today got their start. Various ports of the United States became the established terminals of these new steamship lines



(Fay Foto Service)

EAD TABLE GROUP AT PORT LUNCHEON. *Left to right, uncilman Maurice Sullivan, representing Mayor John E. Kerrigan; Hon. thur W. Coolidge, president, Massachusetts Senate; Jay R. Benton, chair- n, Greater Boston Development Committee and president, Boston Mutual e Insurance Co.*

World War I. Boston did not be- me of these terminal ports. Is ing to happen to us again?

on Offers Challenges

Jackson went on to state in part: s planned to operate at least as much tonnage under the an flag after this war as before. vill be New England's share in abled steamship service and the increased foreign trade which along with it?

s is a challenge to capital. We eat aggregations of capital in gland and our capital has been uted generously to the develop- new industries and the expan- old industries not only in the States but throughout the We want some New England that is willing to venture into ping field and increase existing ip services or establish new with Boston as an ocean termi- t.

need not only more ships using t of Boston but we need ade- and modern port facilities ships may be economically peditiously loaded and dis- .

very existence of many of our gland industries depends upon water transportation, not only raw materials and supplies eed our factories but for the tion of the finished products. annot be low-cost water trans- n unless the dock and terminal s are modern and permit of and low-cost handling of ships go.

is a challenge to our State government. It must take on the obligation to provide the facilities which will be necessary to a revived and reinvigorated waterborne commerce.

Other Ports Are Awake

"Other ports in the United States are fully awake to postwar needs. I shall mention only a few.

"New York is considering the expenditure of from 50 to 100 million dollars in modernizing its port facilities. Baltimore proposes to spend about 50 million dollars—Philadelphia, 40 million—San Francisco, 35 million —Charlestown, about 16 million—and Portland, Me., about 10½ million. New York has spent about a billion dollars for its port facilities. We have permitted some of our port facilities to fall into a state of decay.

"It is now apparent that when the war ends Boston will have only nine berths available for commercial use against a prewar figure of 35 berths. If the Army and Navy release the berths which they now use, amounting to 20, there still will be less berths available than before the war. Unless new facilities are constructed it is obvious that Boston cannot hope either to retain its prewar business or to secure any of the increased business which certainly will take place. Only the State can meet the need of adequate port facilities with which we can compete successfully with the public-owned facilities of other competing ports.

"But neither ships nor docks alone will solve our problem. There must be cargo to carry.

"This presents a striking challenge to business men generally in New England—bankers, insurance men, manufacturers, exporters and importers. It is up to them to see that the raw materials and supplies which are necessary to keep our factories operating, and which can be more economically transported by water, make use of new ship lines which serve this port, and make use of the port facilities that the Commonwealth may erect or rehabilitate. Only in this way can the State's investment in port facilities be made self-sustaining and self-liquidating. Only in this way can we keep labor in steady jobs at high wages.

Authority Needs Money

"The existing Port Authority has done well with the niggardly funds it has had to work with. An appealing opportunity for greater protective and promotional work for this Port calls for a Port Authority of enlarged powers and increased appropriations.

"And finally there is a challenge to labor. At times in the past there has been insufficient business in the Port to furnish labor with steady employment. This may have been the cause of labor practices which have resulted in excessive costs in handling cargo and expensive delays in dispatching vessels. This has strongly militated against the Port. The war record of the Port is excellent. But now is the time for management and labor to put their house in order so that when peace comes this Port will be on a competitive parity with the other Atlantic ports."

Denies Railroad Not Interested

New Haven Railroad President Palmer emphatically denied the truth of rumors that the road is not particularly interested in Boston or its port. He declared in part:

"Once upon a time we used to hear rumors that the New Haven Railroad was not interested in the city of Bos-

Cooperating Organizations and Men Behind Luncheon

Cooperating with the Boston Chamber of Commerce and its affiliated Maritime Association on the "Port of Boston Luncheon" were the following organizations:

American Communications Association, Associated Industries of Massachusetts, Boston Marine Society, Boston Wool Trade Association, Federated Fishing Boats of New England, Foreign Commerce Club, Greater Boston Development Committee, International Longshoremen's Association, Marine Engineers Beneficial Association, Maritime Day Committee, Massachusetts Committee for Port Development, Massachusetts Council of Retail Merchants, Massachusetts Fisheries Association, Masters, Mates & Pilots Organization, National Maritime Union, New England Council, New England Export Club, Propeller Club of Boston, Retail Trade Board of Boston Chamber of Commerce, Seafarers International Union.

The arrangements were in charge of M. D. Liming, managing director of the Chamber, and Frank S. Davis, manager of the Maritime Association, who were assisted by several members of the Chamber staff. Various experts arranged special features of the program. Their names are given on other pages of this issue.

r its port. This rumor like many fairy tales lacks any factual and I believe that in the past few we have demonstrated the unlness of such careless statements. emphasize that we on the New n are far more interested in the bf Boston than we are in the port w York. Boston is our largest nost important freight terminal ve can provide better service in n than in New York.

would like to explain why we are ally interested in the future welnd prosperity of Massachusetts reater Boston. You business men e more impressed with figures nere assertions, so here are a few s:

(1) our payroll in Massachusetts 1944 was about $30,000,000, of ch nearly 20 million was paid in the city of Boston;

(2) our tax bills in Massachus in 1944 were close to $2,000,000 nd that's quite a tax!

"We plan to back up our foreign freight department with modern advertising and merchandising to convince the midwest shippers that it will be advantageous for them to mark their shipments 'via Boston.' This, however, is all based on the assumption that we will have a real port to sell.

What We'd Like to Say

"Here is what we would like to be able to tell these shippers:—first, that through the co-operation of the Commonwealth, the city of Boston, and progressive groups of both labor and management, Boston now offers port facilities second to none on the Atlantic seaboard, and second, we would like to be able to tell them that the leading domestic and foreign shipping lines will make Boston (which is closer to both northern Europe and South America) — their principal port in the United States.

"I assure you that your program will have the hearty support and enthusi-



(Arthur Griffin)

NOTHER HEAD TABLE GROUP. *Left to right, Representative Roy . Smith, Holbrook; Senator Cornelius F. Haley, Rowley, chairman of the ommittee on State Administration; Representative Edmond Talbot, Jr., alem; Walter S. Bucklin, president, National Shawmut Bank of Boston.*

(3) in 1944 the New Haven Rail- l brought into the city of Boston · 4½ million tons of freight, and of this was government freight export. However, we only carried of the city of Boston a little less h 900,000 tons of freight. In nor- times the difference is not so at, the ratio being about 2½ to 1 ead of about 5 to 1, as at present.

ing Foreign Dept.

uring 1944 we carried 20½ million agers in or out of Boston — not ing those on troop trains. That ivalent to the total population of x New England states—with the of New York thrown in for good ire.

s a part of the New Haven's par- tion in your program, we are cre- a foreign freight traffic depart- with representatives in the in- , for the special purpose of urg- hippers to route their products oods to the rest of the world gh the port of Boston.

astic co-operation of the New Haven Railroad.

"We will do our part to sell the port of Boston, both in the territory we serve and outside of New England.

"We will do our best to bring new and a greater volume of import and export traffic to this port, because we know as the city of Boston prospers, so shall we all prosper in the years that are ahead."

"Spontaneous Uprising"

Mr. Benton launched his speech by relating why the Greater Boston Development Committee of which he is chairman was created.

"Last summer," he said "there was a spontaneous uprising by a group of citizens, representing important interests, such as the Real Estate Exchange, the Savings Banks, the Retail Trade Board, the Chamber of Commerce, and other groups who felt that it was about time that something was done about Boston. This uprising resulted in the formation of a General Citizens Committee that now composes over 200 men and women who have achieved leadership in state, federal, and municipal government, education, business, religions, labor, and charities. Their primary objective is to promote united effort and action for the further development of Boston as a desirable place in which to live and to do business. This group was unanimous in the decision that we should first put our shoulder behind an effort to secure a strong Port Authority Bill, and on January 10th such a bill was filed with the legislature.

"The Port of Boston, because of its natural advantages, is a great seaport and no better proof is needed than that our country has made it one of their greatest ports in this war. This Port of ours is not the origin or destination of the bulk of traffic carried by its water lines. It is a concentration point or gateway in severe competition with other gateways along our coast for the shipping business. A great Port such as ours is a focus of lines of communication, and this community, located at such a focus, enjoys peculiar advantages. Millions of dollars are expended in this port simply for handling the vessels in and out. Water carriers make large outlays in this community in connection with terminal operations. They pay heavily for coal to local dealers; they pay longshoremen for handling their cargoes; they buy provisions, stores and dunnage from local merchants; they pay pilots for taking the ships in and out, and towing companies for berthing them.

Valuable to State Also

"As important as the Port is to Boston and our metropolitan cities and towns, it is far more valuable to Massachusetts and to New England. All eastern and northern New England interested in overseas and coastwise shipments has value and power added to it by the proximity of the Boston water terminals. Every extension of such terminal services gives added value and opportunity for expansion to every port in the territory it serves.

"In normal times interior New England sent or received three tons of freight through the Boston gateway for every ton transshipped for the Port itself and so received three-fourths of the direct advantage of every Boston steamship service for every one-fourth that Boston retained. This indicates the true relationship between the seaport and the territories of Massachusetts and New England. The Port is the servant of the interior. Some are beginning to realize that Massachusetts and New England have, in general, come to the point where they must stand as a united district or yield their industrial supremacy.

"This business of developing the Port of Boston without further delay is serious business. It means the building of water lines for New England. It means building modern and up-to-

facilities so that we may meet our petitors upon an equal basis. It ns the removal of barriers to free rchange, interposed by unjust rates practices. It means active co-operh with the lines now here so as to e their ships profitable. It means a new strong Port Authority must every effort to attract, encourage, ge, and aid new shipping lines and sportation routes to be established The large stakes we are playing is industrial and commercial exion and supremacy.

Between the first world war and the ent war we were asleep at the h. The time has come for less talk more action. It remains to be seen ther we will face the truth—that onomic facts—as we have faced ealities of war. If we have learned esson from the experiences of the there is no limit to those riches h the future has in store for us.

Favors Development

rmer Governor Joseph B. Ely asd that "We are here to discuss the re of Massachusetts and of Bosnd to see what we can do as citiof this great community to put it sition to realize the potential adges of the Port of Boston in d trade. It makes me very happy d the Governor of the Commonh alive to the necessity of taking which should realize the necesgains for his 'beloved city.' I that a former mayor has recently the same phrase in reference to n. In my feeble way, I wish to be ded, as enthusiastically supporthe movement of these publicly-ed citizens of the city and comealth who are here today, veng on a new path.

looks to me as if, what with Dumn Oaks and Bretton Woods and Francisco, the plan for world saln is to be based upon a freer interge of commerce between the na. World trade is then, to be the lation of the economic peace withhich no peace will be long endurWe here, must be prepared to unke our bit in that program by full opment of our port.

nis means first, modern, scientific and docks for the proper recepnd discharge of ships, for we candvertise one day's steaming adge, if our facilities are so poor hat day gained is lost in turning hip around for another voyage. we must have similar facilities irborne tonnage. To attract the of nations, we must be prepared to receive that trade by land and a. Three, we must have a railor railroads fighting the battle of ort of Boston. The harbor facilind the tonnage of ships are useunless the railroad situation is ied so that its agents throughout ountry are working to bring traffic e port. Railroads whose chief inleads them to bypass the port are f assistance. Our railroads must make Boston their home port and competition will not hurt any in that respect. It will help.

"Those are the primary things that we need, if Boston is placed in the position to compete for this 'after the war' world trade which is to be the life blood of the peace.

"The next question is this. How can we persuade the people of Massachusetts that such a program as you here propose, will be profitable, not only in its general application, but in its most direct results to our inhabitants?

"There is a chance here for the establishment of a free port, which would mean the establishment of a very extensive business venture, requiring the application of banking, commission trade, warehousing, processing and the operation of piers. It is a venture for private enterprise, but the state must first give legislative sanction.

"These are the intangibles affecting the whole life of the community. Opportunity for employment, opportunity for new business venture, the increase of real estate values and many others. This is a great venture which should reawaken the slumbering spirit of a once great port. We hope that everyone will give it a boost and will contribute to its support."

Labor Behind Effort

Mr. Doyle declared that the Massachusetts State Federation of Labor, comprising more than 1,000 unions, endorses the efforts to boost the Port of Boston and is in favor of the bill to create a new Port Authority with comprehensive powers to develop port facilities. He added that labor in Massachusetts is conservative and cooperative, wants a prosperous city and state and will do everything possible toward promoting prosperity.

"In recent years," Mr. Doyle continued, "a few people have been crying in the wilderness about developing the Port of Boston, but nobody hea Now action must come. He said devel opment of the Port would brin greater employment not only to Bosto but all over the state. Moreover, railroad and truck transportation would be benefited and so would the buildin industry."

Truckmen Favor Plans

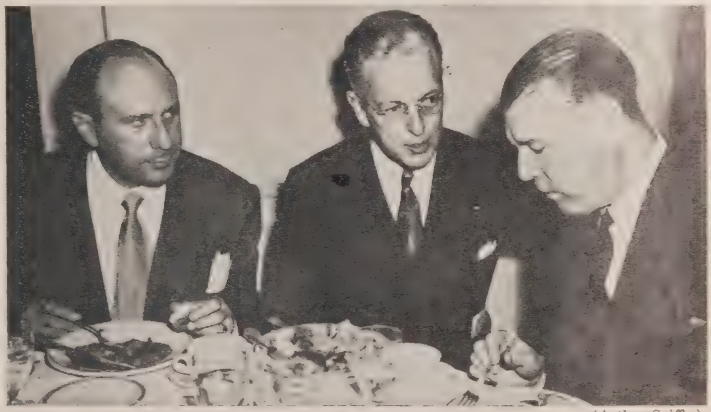
"We of the trucking business can benefit in wages or profits only wh our trucks are working," decla Wilson. "And our trucks cannot working to capacity unless shipping is using the Port of Boston to c mmunity.

"For us to be prosperous, the Po must be prosperous, and we belie that prosperity for the Port must be gin with the passage of the Port Au thority Bill, based on the Lane-Peterson plan now before the General Court of the Commonwealth.

"In making that statement, I speak for one of the largest and leading industries in our state today, because I am empowered to speak for the Massachusetts Motor Truck Association which comprises over 1500 members operating over 30,000 trucks and I believe I am expressing also the overwhelming sentiment of nearly 100,000 other operators in trucks, common contract and private carriers in Massachusetts.

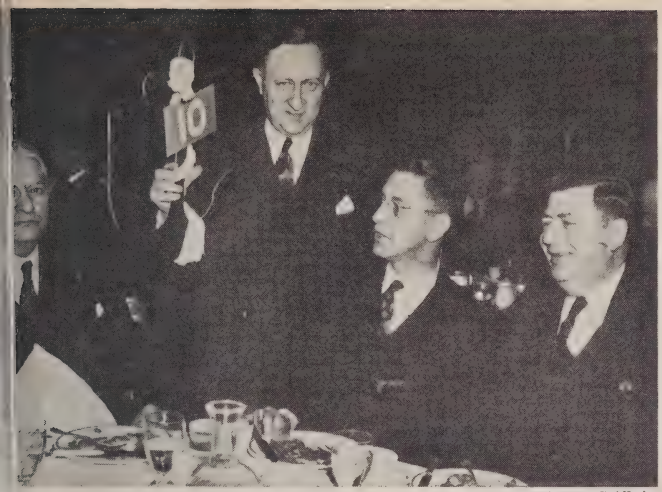
Unions in Accord

"And I have the good fortune today to speak also with the permission of labor in the trucking field. In preparation for this meeting I talked with Mr. John M. Sullivan, president of Truckmen's Union, Local 25, American Federation of Labor. Mr. Sullivan has asked me to tell you that in behalf of the 6000 members of his local he pledges full co-operation with truckowners to prevent any future interruption in dispatching merchandise to and from the Port. Mr. Sullivan reminds



(Arthur Griffin)

WORKED FOR SUCCESS OF PROGRAM. *Left to right, George Estes, promotion manager, Gillette Safety Razor Co., who designed the novel displays and decorations; William J. McDonald, regional manager for Time Magazine, who cooperated on general arrangements; John C. Dowd, John C. Dowd, Inc., in charge of radio program.*



(Arthur Griffin)

'ATE SENATORS AT LUNCHEON. *Left to right, Hon. Charles G. les, Brockton; Hon. Stephen F. Loughlin, Worcester; Hon. Ralph V. ampit, Springfield; Hon. Charles F. Jeff Sullivan, Worcester.*

in past years both management e unions have driven hard bar- ut he assures me and wants me re you that Local 25 of the en's Union is far more inter- oday in looking ahead towards d *stability* than in any one-year ontract.

thermore—I have permission to Chester G. Fitzpatrick, presi- d general manager of Local No. ckmen's Union, AFL . . . with membership . . . in Worcester that he and his union welcome ortunity for a joint committee and management to lend what- pport they can to the develop- the Port of Boston."

ad a telegram from Springfield that union truckmen in that favor development of the Port on.

iously," Mr. Wilson added, n the trucking field is prepared erate with the truck-owners for efit of the Port of Boston. The wners are equally prepared to ate with the steamship compa- d the railroads to dispatch the to and from the piers efficiently nomically.

— I repeat — both labor and in the trucking industry are ed that prosperity for the Port egin with the passage of the uthority Bill now before the ture."

r Is "Yes"

Mills said in part:

merchant seamen when asked, development of the Port of worth the expenditure of ,000 of the taxpayers' money?', with a resounding 'yes.'

who sail the ships and go on rs know the pitiful conditions of the Boston Harbor facilities and its lack of modern loading devices and are certain that a change must be made.

"From our point of view, plans must be adopted for a better port so that we may keep our present commerce and attract future trade.

"For our part, we say that it is for the furthering of programs like this that the National Maritime Union is prepared to extend its no-strike pledge into the days of peace. We stand for a strong merchant marine with jobs for all seamen and allied workers in peace as well as in war and we are for the development of the port of Boston to handle these ships.

"Unions are here and here to stay. With 15,000,000 workers organized into the CIO and the AFL any programs of old-fashioned type conflicts between labor and industry would be foolish, with gains for nobody and losses for the community. Industry must learn to educate its die-hard labor baiters for a co-operative endeavor. Labor must also learn to educate some of the old-line trade unionists so that they can subordinate their particular interests for the benefit of the community as a whole.

"Both industry and labor must realize that we are not separate entities, but are part of one nation and one Commonwealth with specific common interests such as the development of this port. The National Maritime Union will do all in its power to extend this understanding."

Flanders Foresees Profit

"You have heard of the importance of the Port of Boston to the State and region and of the opportunity it offers to promote our business, agriculture, and employment," asserted Mr. Flanders, who has long been a staunch advocate of a bigger and better Port. "I want to put in a word or two on the serious side of the problems.

"The decay of the Port is a part of the threatening decay of New England. This Port can be either a focus of infection or a center of vitality. The passage of the Port bill will give the opportunity for supplying new health and strength to Massachusetts and New England.

"But the bill is only a means to an end. It is the beginning. The Port Authority must be drawn from the most experienced and public-spirited citizens of the Commonwealth. Progress must be wise and sure rather than rapid and spectacular. Administered in this spirit, the Port will not be an expense, but a source of profit, direct and indirect, and a means of building a hopeful future for ourselves and our children."

Agriculture Behind Idea

Mr. Decatur, stressing the need for co-operation in order to achieve prosperity, stated in part:

"The three great economic powers, industry, labor, and agriculture, need to co-operate more closely for their own mutual advantage. Each of these powers has long since learned that as individuals they were quite helpless. We must have some mutual thinking for the good of all the groups. Unless labor is employed at reasonably high rates, agriculture cannot find a ready sale for its products, and this immediately reacts against industry. These groups are so dependent on each other that we must have a better understanding for the good of all.

"Possibly you are wondering what this has to do with the Port of Boston, but as I see it, we must have this very kind of co-operation if we are to achieve what we have set out to do for the Port of Boston.

"Massachusetts agriculture has a very vital stake in this project, and any increase in the size of the port means increased sales of farmers' products. Each extra boat that docks here is going to stock up with thousands of dollars worth of farm products.

"It is quite likely that our export

COVER PICTURE

The novel animated display serving as a "backdrop" for the speakers and other guests at the double-tier headtable was designed by George Estes, promotion manager for the Gillette Safety Razor Co. It portrayed the Port of Boston as the "Front Door of New England" funneling cargo coming from all over this section of the country onto ships departing for all corners of the world. Done in colors, with its miniature boats on the move and with flashing lights designating ports in various parts of the world, it attracted exceptional attention.



SPECIAL EXHIBIT AT LUNCHEON. *A feature of this display was a model (in the center foreground) of a giant, six-lane, steel bridge over Boston Harbor, which would connect the South Station district with East Boston. Costing $12,000,000, this span is proposed as a substitute for a second vehicular tunnel. The accompanying maps and drawings indicate contemplated developments of the harbor and Logan International Airport, East Boston.*

e would be increased; years ago shipped many bushels of apples h Boston and now, with modern geration and frozen foods, we an opportunity to increase the of vegetables, fruit, and dairy ucts.

The construction of the port will n employment for many people, the increased personnel needed for ntenance and operation of the proj-ect will keep a large group permanently employed.

"Labor, industry, agriculture, and practically every type of business will receive some benefit from this port, and there should be unified action of all groups in its promotion.

"I pledge the support of the Massachusetts Farm Bureau Federation, and believe all other agricultural groups will back up this very worthy project."

Industries Can Save Huge Sums By Shipping Through Boston

A series of statements being re-d to the public, the Massachusetts mittee for Port Development is ting out the tremendous savings h industries within the Common-th and New England can make by g low-cost waterborne transporta-through the Port of Boston.

he release was based on a survey ucted by the committee, under the manship of Ralph E. Flanders, ident of the Federal Reserve Bank oston, with the co-operation of the tional Association of Cotton Manu-rers, Boston.

ital Necessity

he survey indicated that low-cost rborne transportation of raw cot-o the textile mills of New England be a vital necessity to the welfare is industry in postwar years. The se stated in part:

Coastwise service during the eight s, 1932-40, made it possible to estab-lish through rates to New England mill points from Galveston, Houston and New Orleans, via the Port of Boston, which create a saving of more than $2.25 per bale (500 pounds), for the average New England mill as compared with rail shipment. Based on the volume of raw cotton entering New England by water for use in New England mills, the annual savings to New England cotton textile industry totaled approximately $882,000 in prewar years. The Massachusetts industry, alone, saved approximately $350,000 annually.

"Of the 93 principal cotton textile mills in New England, Massachusetts has 50; Rhode Island, 13; Connecticut, 12; Maine, 10; New Hampshire, 7; and Vermont, 1. In 1939, the cotton mills in the New England states required about 900,000 bales of cotton. Of this supply, approximately 375,000 bales moved to New England textile plants through the Port of Boston and 155,000 through New Bedford. Thus, more than one-half of the cotton consumed in this area came by sea, and about 42 per cent of the total supply came through the Port of Boston.

"When the cargo ships were taken over by the government for war purposes, costs of transportation to Massachusetts and New England mills, as a result of all-rail shipment, rose sharply. Before the war, for example, cotton mills in Salem, Lowell, Fitchburg, and Shirley, received cotton from Galveston and Houston via Boston at combined water and rail rates of approximately 45 cents per 100 pounds on loads of 20,000 and 25,000 pounds or more. On current all-rail cotton, to these same points, the rate is 88 cents per 100 pounds from Galveston and Houston, with a minimum 50,000 pounds for a 40-foot car."

40,000 Workers Involved

The release pointed out that the future of 40,000 Massachusetts salary and wage earners employed in the cotton industry at an annual (1939) payroll of $36,000,000 is involved. It also emphasized that with only nine as compared with 35 prewar berths for general cargo ships immediately available for postwar commercial use in Boston harbor, restoration of low-cost waterborne transportation for New England industries requires approval of the Port Authority Bill now before the state Legislature and construction of new piers without delay.

The committee is working actively for the passage of the new port bill.

Savings to Agriculture

Another release by the committee summarized the services and savings provided to agriculture in Massachu-

and New England as a result of st transportation via the Port of n. The statement was based on a y conducted by the committee, he co-operation of the Committee griculture of the New England il. An accompanying résumé of rvey was "signed" by Mr. Flan- s chairman of the committee and arvey C. Turner, master of the chusetts State Grange, and Joseph catur, president of the Massachu- Farm Bureau Federation.

s second release pointed out that ries vitally dependent upon the for most economical transporta- raw materials and finished prod- re essential for the maintenance purchasing power of urban popu- which constitute the primary t for New England agricultural . In addition, the Port saves lture directly, through lowest-cost ortation of chemicals for fertili- sh meal and vitamin oils for high n dairy and poultry rations, farm nery, lumber, and other commodi- sed in agricultural production. he Port has in the past provided le transportation services on the nt of apples and some other farm ts.

industries which in 1939 pro- mployment for more than 200,000 ial workers — more than one- f the state's industrial employ- and payrolls of more than $215,-), need the Port," stated the . "These industries include the competitive cotton and woolen manufacturing industries, the d leather industry, and the pulp per industry. Small factors in ay determine whether they can in the New England area during icipated postwar period of vigor- tional competition. Transporta- water via the Port on 12 selected dities, including raw materials se industries, saves more than),000 annually on a statewide

,000 on Food

rd release indicated that savings g nearly $2,000,000 annually e made on five selected food com- s through shipments via the Boston.

e food industries, such as the ionery industry," stated the re- "are heavily dependent upon rne transportation for their ex- in this area.

importance to the food industry ntaining industrial employment yrolls in various basic industries sachusetts which depend upon t, was brought out. An active was stressed, creates a demand visioning of ships. Port activity. ates an active consuming market sult of increased employment in ont and shipping occupations."

Buy War Bonds

Asks "First Quality Port of Boston"

A strong appeal for a "first quality Port of Boston" from which hundreds of retail store buyers may sail to foreign lands was made by H. D. Hodgkinson, general manager of William Filene's Sons Co., Boston, at a recent hearing at the State House on the bill calling for a new Port Authority with full powers to develop the harbor.

Mr. Hodgkinson, who is vice-chairman of the Greater Boston Development Committee, declared in part:

"In the years just preceding the war, Filene's imported from overseas, merchandise valued between half a million and a million dollars annually, a small portion of our total business, but very important to the Port of Boston. If the United States takes part in world trade on the basis most of us are looking for, these figures will be greatly exceeded after the war. The only question is whether they come through the Port of Boston.

"Before the war, most of our shipments were delayed and trade was greatly hampered by few and infrequent direct sailings from Europe and Asia to Boston.

"Filene's trade principally in fashion and from the very nature of fashionable clothes, time is very important. Suits, coats, dresses and shoes planned for Easter are worth very much more before Easter than after.

Needed to Avoid Por

"I am also an officer of The Associated Merchandising Corporation which did a foreign importing and exporting business of a good many million dollars annually before the war and handled shipments to various parts of the United States from all over the world—mostly fashion merchandise.

"The port of Boston was avoided in routing merchandise because of lack of frequent, direct sailings,—absence of a free port area, and the general understanding that the facilities of Boston were much below those in New York, Baltimore, Philadelphia, Houston and New Orleans.

"I most enthusiastically endorse the proposed establishment of a Massachusetts Port Authority and the development of adequate facilities that will insure frequent arrivals to the Port of Boston from Europe, Asia and South America.

"Filene's, and the Associated Merchandising Corporation, will guarantee to use Boston if the right facilities are obtainable. I am sure that the Associated Merchandising Corporation will be influenced to use the Port of Boston for quick service to our clients in the Middle West and the Pacific Coast if there are top grade port facilities here because of the time saved.

"The moment for action is now. I hope, with all the emphasis I can give, that you will report favorably this vital help to stimulate the fashion industry of New England with a first quality Port of Boston for our hundreds of buyers to sail from, and for our millions of dollars worth of merchandise to come through with greatest speed."

Buy War Bonds

First National Bank Urges Better Facilities

"Tucked away in the northeast corner of the country and not blessed with natural resources or fertile soil, New England is compelled to import practically all of its raw materials and fuel, and the bulk of its food supply," stated the First National Bank of Boston in its monthly letter.

"Since the conversion of raw materials into finished manufactured goods constitutes our primary economic activity, transportation plays a vital role in our economy," the letter added. "Fortunately, nature provided this section with a free world highway to its front door and by means of economical water transportation made possible by the Port of Boston facilities, New England has been able to offset in large measure many of its handicaps. In the prewar period, more than two thirds of the waterborne foreign imports that were shipped to all New England ports were handled at Boston.

"The Port of Boston serves as a funnel for the importation of raw materials to this region. In the prewar period about 53 per cent of the wool and 42 per cent of the cotton used by the New England industries concerned, came through the Port of Boston. Moreover, four-fifths of the apparel wool imported into this country from abroad came via the Port, thus making Boston the leading wool center of the country.

"New port facilities will not provide a panacea for New England's economic ills, but may be the means of breaking the vicious circle that is jeopardizing our industrial position. With adequate modern facilities operating under competent management, there would be more frequent and regular ship service. This would provide an added incentive to aggressive solicitation of shipments via the Port of Boston."

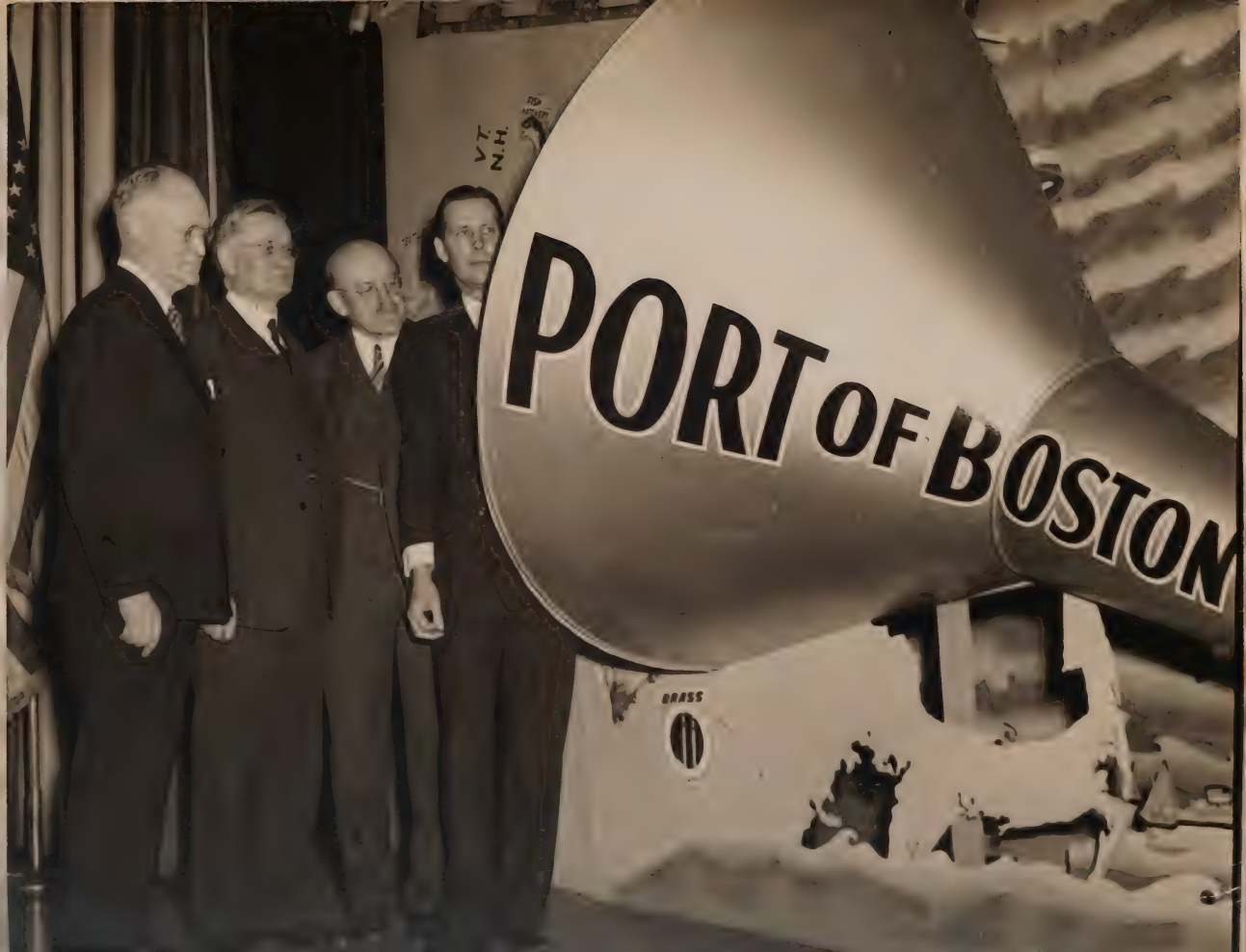
Buy War Bonds

B. & A. Expanding Its Foreign Dept.

In keeping with its policy of contributing to the development of business for the Port of Boston, the Boston & Albany Railroad recently announced immediate expansion of its foreign trade program.

In this connection, Kenneth L. Guyton, former traveling freight agent for the road at Worcester, has been appointed assistant foreign freight agent, a newly-created position. He is serving in the office of foreign freight agent Henry O. Lynch at 177 Milk Street.

The Foreign Freight Office of the Boston & Albany is devoted solely to the interests of the Port of Boston. The far-flung facilities of the New York Central System will be available to the Boston & Albany Railroad for handling of foreign trade through Boston.


PORT OF BOSTON
VT.
N.H.
BRASS

Great Hub Port Seen Vital to Entire N. E.

Asserting that Boston was asleep at the switch between World Wars I and II, Chairman Jay R. Benton of the Greater Boston development committee, warned today that Massachusetts and New England must stand together or yield their industrial supremacy in postwar days.

Speaking at a Port of Boston luncheon sponsored by the Maritime Ass'n of the Chamber of Commerce, Benton said the port, while essential to Boston and the metropolitan area, was far more valuable to the rest of the State and New England, and that a strong port authority was essential to the area's industrial and commercial expansion.

"The port is the servant of the interior," he declared. "In normal times interior New England sent or received three tons of freight for every ton handled for Boston itself in the port, indicating the true relationship between the seaport and the rest of New England."

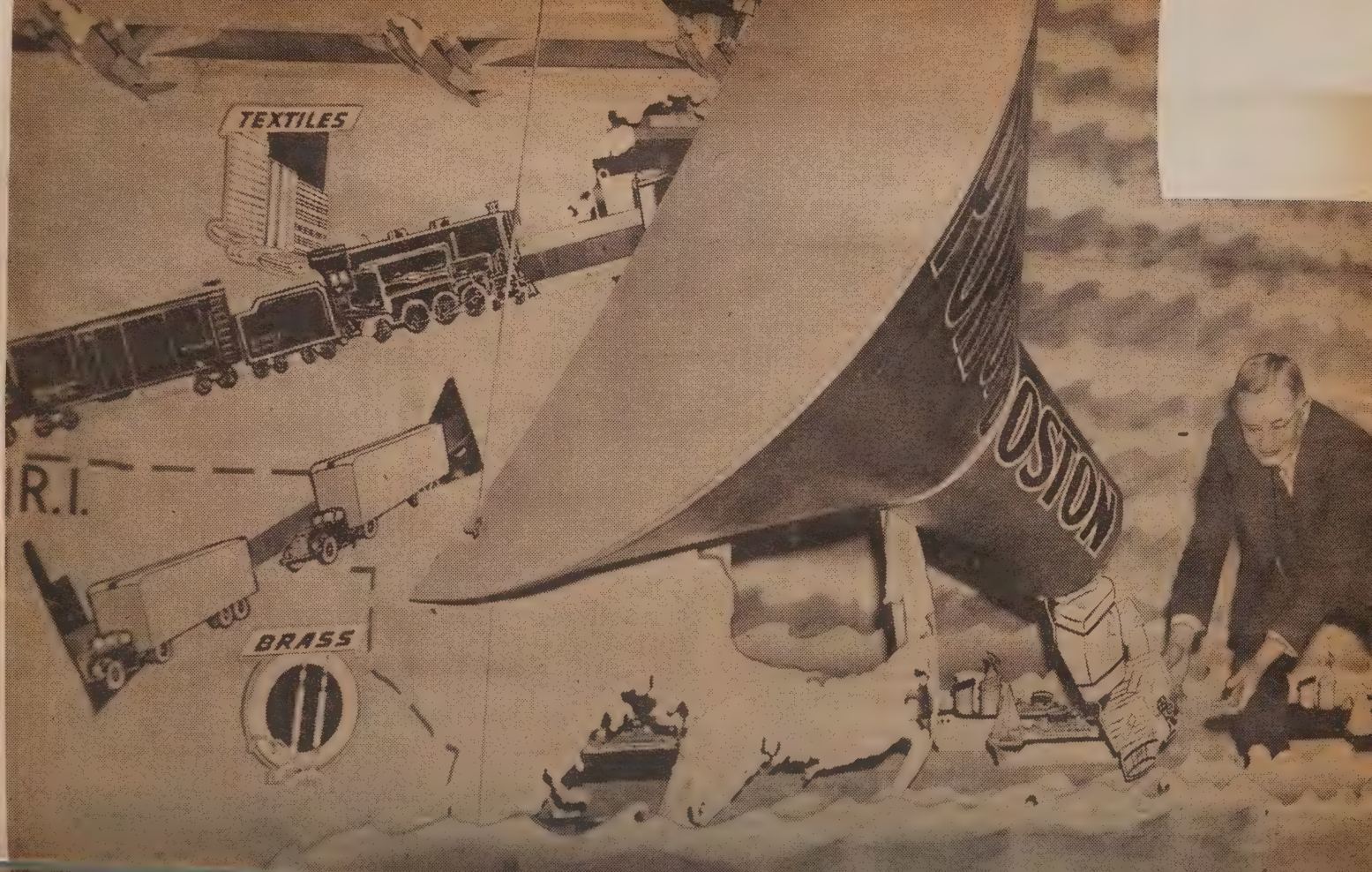
As representative of the trucking business, Allan P. Wilson, vice-president of the Motor Truck Club of Massachusetts, declared that the Port of Boston must be prosperous in order for truckmen to prosper since 50 per cent of merchandise carried to and from the port was transported by truck.

"We have looked long enough back to the days of the clipper ships," he said, "let's go ahead now to the commerce of tomorrow. Both labor and owners in the trucking industry are convinced prosperity for the port must begin with passage of a strong port authority bill."

The stake of Massachusetts agriculture in a strong and prosperous port was outlined by Joseph H. Decatur, president of the Massachusetts Farm Bureau Federation.

"Any increase in the size of the port means increased sales of farmer's products," he asserted. "With modern refrigeration and frozen foods we have an opportunity to increase the sale of vegetables, fruit and dairy products."

Chamber President William K. Jackson warned that Boston had permitted some of its port facilities to decay while New York, Baltimore, Philadelphia and Charleston had been fully awake to postwar possibilities and were expending or preparing to spend huge sums for port development.


TEXTILES
R.I.
BRASS
OSTON

Exhibition

William K. Jackson, president of the Boston Chamber of Commerce, arranges huge exhibit at Port of Boston show at Hotel Statler today. This exhibit depicts the funneling of commerce through the new and enlarged postwar port of Boston.

INP by Harry Simard

American, Mar. 15—15

mber Meeting esses Need of ng Port Authority

By LOUIS M. LYONS

. Tobin and 175 members of egislature were among 1000 at a forum on the Port of n this noon at Hotel Statler, ich the Boston Chamber of nerce marshaled an im- ve weight of testimony to importance of the port opment.

OSTON DAILY GLOBE-

RT

tinued from the First Page

owing a luncheon in the Hotel r ballroom, spokesmen for erce, industry, farming, labor, and railroad and banking in- s described the port as vital total prosperity of this area. rged passage of the bill now the Legislature to create a Port Authority, with working l, to rebuild old piers and n facilities for handling ships. liam K. Jackson, president of hamber, in the address that ed up the forum, described ort as one of New England's st assets. The end of the war ng to bring greatly expanded trade, he said, and asked: "Is England going to be ready to ts part in this trade?"

saw it as a challenge to New nd capital to venture into ng and increase the services d in Boston.

port needs more ships, to be ed by private investment, modernized terminal facilities, provided by public funds, he He argued that the very ex- e of many New England in- es depend on low-cost water- transportation. This cheap eight can only be available to England industries if efficient st dock facilities are built in rt.



HEADLINERS AT PORT OF BOSTON LUNCHEON—Jay R. Benton (left), chairman Greater Boston Development committee, and Ralph E. Flanders, chairman Massachusetts committee for port development.

"This is a challenge to our state government," Jackson said. "It must take on the obligation to provide the facilities which will be necessary to provide for a revived waterborne commerce."

He described the competition Boston faces in the post-war plans of other ports. New York plans $50,000,000 to $100,000,000 port development; Baltimore, $50,000,000; Philadelphia, $40,000,000; Portland, Me., $10,500,000.

"While New York has invested $1,000,000,000 in its port, Boston has allowed its port facilities to fall into decay," he said. "When the war ends Boston will have only nine berths capable of handling modern-size ships, where, before the war, she had 35 berths suited to the pre-war size ships. The Army and Navy have 20 more ship berths in the port. Even when these are released, the port will still have fewer berths than before the war. Only the state can meet the need of port facilities to compete with public-owned facilities of other ports."

He urged the need to find new business for the port. Only 14 percent of New England exports use the port of Boston, while 65 percent move through New York, he said. His final challenge was to labor.

"At times in the past there has been insufficient business in the port to provide steady employment. This has been the cause of labor practices which have resulted in excessive costs of handling cargo and delays in dispatching vessels. This has strongly militated against the port."

But the war record of labor in the port "is excellent," Jackson said. "Now is the time for management and labor to put their house in order so that when peace comes this port will be on a competitive parity with other ports."

Robert Mills, port agent of the National Maritime Union, said labor on the docks "knows the pitiful conditions of Boston Harbor facilities. If the port is allowed to sink further into decay thousands of seamen in Boston must look to other ports for employment. The development of the port indirectly benefits thousands of other workers.

"It is for furthering programs like this that the N. M. U. is prepared to extend its 'No-strike' pledge into the days of peace. The old fashioned type of conflict between labor and industry means gains for nobody and losses for the community. Industry must learn to educate its die-hard labor baiters. Labor must learn to educate some of its old line trade unionists. The N. M. U. will do all in its power for this cooperation."

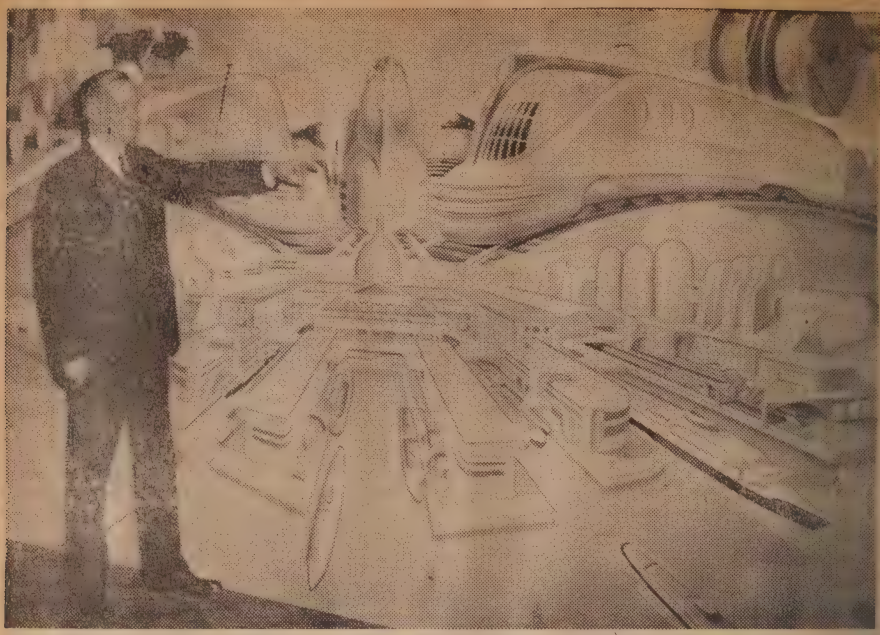
Ely Gives Views

Ex-Gov. Joseph B. Ely contributed equally frank talk of the port problems as he described the railroad situation.

"We must have a railroad or railroads fighting for the port of Boston," he said. "The harbor facilities and tonnage of ships are useless unless the railroad situation is clarified so that its agents throughout the country are working to bring traffic to the port. Railroads whose chief interest leads them to bypass the port are not of assistance. Our railroads must make Boston their home port and competition will not hurt any. It will help."

Meeting criticism, Howard S. Palmer, president of the New Haven Railroad, said, "The New Haven is far more interested in the Port of Boston than in the Port of New York. Boston is our largest and most important freight terminal and we can provide better service in Boston than in New York."

Pres. Palmer described "the rumor" that the New Haven is not interested in the Port of Boston as "a fairy tale that lacks any factual basis." "We will do our part to sell the Port of Boston both in the territory we serve and outside New England. We will do our part to bring a greater volume of traffic to this port because as Boston prospers we all prosper," he said.



"BOSTON OF THE FUTURE"—William K. Jackson, president of Boston Chamber of Commerce, views one of the many fascinating exhibits at Port of Boston luncheon today.

Gov. Tobin described the importance of the port as the main transportation channel of the region and emphasized the importance to industry all over the state and to all consumers, to have the savings of the lowest cost water transportation on raw materials. He reiterated the position he took in his inaugural, for a strong Port Authority with adequate funds to rebuild piers and go out after business for the port.

In urging the public cooperation Gov. Tobin said: "Piers alone will not meet the needs of the port. Cooperation of labor and management and the active support of our transportation agencies is essential. Those informed about corrective measures taken under the stress of war conditions agree that Boston is now on a labor parity with its companion ports on the north Atlantic, and that the changes have strengthened our competitive position. The important thing to be sure of is that having reached this position, we do not recede from it after the war, and that we secure the kind of intelligent cooperative relationship between the steamship industry and water front labor which is necessary for the securing of competitive business.

"The support of our transportation agencies is also a prerequisite to success. Active railroad support is required and no railroad in Massachusetts should be allowed to control another. The competition of free and independent railroads is essential. Similarly active steamship support of the port is required. Independent management of Boston overseas lines largely disappeared in the early 1900's and these lines have since continued to be operated with United States headquarters at New York, whether American or foreign owned. Independent Boston management had previously worked to fill ships here.

Both labor and management in the trucking industry are prepared for cooperation for the speedy dispatch of merchandise through the port, said Allan P. Wilson, vice president of the Motor Truck Club of Massachusetts. Trucks carry half the merchandise that moves through the port, he said. "Our trucks cannot work to capacity unless shipping is using the port to capacity," he said.

Mr. Wilson said he spoke also for John M. Sullivan, president of the Truckmen's Union 25 and Chester G. Fitzgerald, president of Truckmen's Union 170, in pledging cooperation to prevent any interruption in dispatching merchandise to and from the port.

Massachusetts agriculture has a vital stake in the port project because every ship in port adds to the sale of farm products, said Joseph H. Decatur, president of the State Farm Bureau Federation.

Jay R. Benton, chairman of the Greater Boston Development committee, described the reasons that led that large new civic group to put the port first on its list of needs for this area. He described the many indirect additions to business that come from increased shipping, purchases of coal, provisions, supplies, employment of labor and use of insurance and banking agencies. "Between the first World War and the second, we were asleep at the switch," he said, "the time has come for less talk and more action."

Ralph E. Flanders, president of the Federal Reserve Bank, described the economic value of the port to the whole state. Transportation savings on major commodities imported through the port come to more than $20,000,000, he said. These savings are essential to major industries, textiles, leather, furniture, rubber and metals, which depend on low-cost movement of raw materials from distant sources.

"The port bill is a measure that cannot be postponed," he urged.

Labor's interest in the port was presented by Robert Mills, port agent of the National Maritime Union, and William J. Doyle, president of the State Federation of Labor.

Pres. Howard S. Palmer of the New Haven Railroad spoke for railroad interests.

The presentation of the port story was dramatized by the use of spotlights and by photographic enlargements of port scenes and plans. Guests walked up gangplanks to the luncheon meeting, as though to a ship's deck.

Twenty-one organizations of business, shipping, industry and labor joined the Chamber of Commerce in sponsoring the forum, which was organized by Frank S. Davis, manager of the Maritime Association of the chamber.



MODERNISTIC MURAL OF BOSTON—Inspecting a murel of the Hub at a Port of Boston uncheon today sponsored by the Maritime Association of the Chamber of Commerce are (left) Allen J. Wilson, president Massachusetts Motor Club Association, and William Jackson, president, Boston Chamber of Commerce.



(U. S. Army Signal Corps Photo)

LOOKING OVER THE PORT—Members of the legislative committee on state administration, which will open hearings on a Port Authority bill Monday are shown as they left Rowe's wharf to inspect loss of Boston port facilities which would be restored under provisions of the bill. Left to right: Sen. Ralph Lerche of Hampden, Rep. John F. Foster of Somerville, Rep. John R. Fausey of West Springfield, Rep. Edward C. Ashworth of Monterey, Sen. William E. Nolen of Hampden.

BLUE STREAK EDITION

Boston Traveler

New England's Largest Evening Circulation

Complete Associated Press and United Press Wire Services

EST. 1825—120th YEAR—NO. 213—THUR., MAR. 15, 1945 30 PAGES 3 CENTS

Boston Leaders To Battle for Port Boom Here

The commercial and industrial interests of Massachusetts today pledged themselves to fight for port deveelopment here at a "Port of Boston Luncheon," sponsored by the Maritime Association of the Boston Chamber of Commerce at the Hotel Statler.

Keynoting the meeting, President public-owned facilities of other competing ports."

He urged that "it is the time for management and labor to put their house in order," saying that the insufficiency of past business to provide steady employment to labor "may have been the cause of labor practices which have resulted in excessive costs in handling cargo and expensive delays in dispatching vessels."

FULL EFFORT NEEDED

Jay R. Benton, chairman of the Greater Boston Development Committee, urged that a "new strong Port Authority must use every effort to attract, encourage, engage and aid new shipping lines and transportation routes to be established here."

Former Gov. Joseph B. Ely asked that "the railroad situation be clarified, so that its agents throughout the country are working to bring traffic to the port" and specified that "our railroads must make Boston their home port."

A pledge of support from the farmers was offered by Joseph Decatur, president of the Massachusetts Farm Bureau Federation, Inc.; and Allan P. Wilson, vice president of the Motor Truck Club of Massachusetts pledged support for the program from the management of the trucking industry and delivered messages of support from trucking labor unions in Boston, Worcester, and Springfield.

Port

(Continued from First Page)

William K. Jackson of the chamber asserted that the state government must provide the facilities necessary to a revived water-borne commerce in order to complete sucessfully with public-owned facilities of other competing ports.

He called for a port authority with more power and more money to spend.

He warned:

New York is considering the expenditure of from 50 to 100 million dollars in modernizing its port facilities. Baltimore proposes to spend about $50,000,000; Philadelphia, $40,000,000; San Francisco, $35,000,000; Charleston, about $16,000,000; and Portland, Me., about $10,500,000. New York has spent about a billion dollars for its port facilities. We have permitted some of our port facilities to fall into a state of decay.

FEW BERTHS AVAILABLE

"It is now appareht that when the war ends Boston will have only nine berths available for commercial use against a prewar figure of 35 berths. If the Army and Navy release the berths which they now use, amounting to 20, there still will be less berths available than before the war. Unless new facilities are constructed it is obvious that Boston cannot hope either to retain its prewar business or to secure any of the increased business which certainly will take place. Only the state can meet the need of adequate port facilities with which we can compete successfully with the

THE CHRISTIAN SCIENCE MONITOR

oor and Industry Unite Boost Port Expansion

By Leon Stone
Staff Writer of
ristian Science Monitor

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M. U. offer came as a
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Opens Program

luncheon Jay R. Benton,
n of the Greater Boston
ment Committee formed
ult of Boston University's
Contest," opened the pro-
reviewing "what it's all
and outlining the funda-
of the program.
g line of Boston leaders
d Mr. Benton as speakers,
g Governor Tobin, Wil-
Jackson, President of the
Chamber of Commerce,
ph E. Flanders, President
Federal Reserve Bank of

g for New England cap-

ital "that is willing to venture into the shipping field and increase existing steamship service or establish new services with Boston as an ocean terminal port," Mr. Jackson, the second man in the country known to have been taken from the maritime field to lead a present-day Chamber of Commerce, hurled a challenge to capital, State Government, business and labor.

The N. M. U. offer was seen as representing an offer from the seamen of that labor stability so essential for development of the Port of Boston.

"Both industry and labor must realize that we are not separate entities, but are part of one nation and one Commonwealth with specific common interests such as the development of this port. The N. M. U. will do all in its power to effect this understanding. A nation at peace as well as a nation at war needs unity of purpose be-

Continued on Page 2, Column 3

Continued from Page 1

tween labor and industry and Government.

"We must have a better port for the continued security of thousands of our citizens and for the proper expansion of our State. Out of our joint efforts for this specific end can be born the proper co-operative spirit for the success of all our enterprises for the betterment of the city and the Commonwealth."

Value to New England

Mr. Benton said that "as important as the Port is to Boston and our metropolitan cities and towns, it is far more valuable to Massachusetts and to New England. All eastern and northern New England interested in overseas and coastwise shipments has value and power added to it by the proximity of Boston water terminals. Every extension of such terminal services gives added value and opportunity for expansion to every point in the territory it serves.

"The port is the servant of the interior. Some are beginning to realize that Massachusetts and New England have, in general, come to the point where they must stand as a united district or yield their industrial supremacy.

"This business of devolping the Port of Boston without further delay is serious business."

Postwar Trade

Mr. Jackson visualized the postwar era and the 50,000,000 tons of shipping which, he said, will be available to carry a tremendously expanded world trade. "It is planned to operate at least twice as much tonnage under the American flag after this war as before," he said, asking what New England's share would be.

Pointing out that New England lays in dispatching vessels. This has strongly militated against the Port. The war record of the Port is excellent. But now is the time for management and labor to put their house in order so that when peace comes, this Port will be on a competitive parity with other Atlantic ports."

Tobin Urges Plans

Governor Tobin told the audience that "to meet the needs of the postwar era attention must be directed to the physical facilities of the port, to well located, efficient and modern docks and piers, properly equipped, which will aid in making it possible for cargo to reach destination on a competitive basis.

"Piers alone will not meet the needs of the port, co-operation of labor and management and the active support of our transportation agencies is essential. Those informed about corrective measures taken under the stress of war conditions agree that Boston is now on a labor parity with its companion ports on the North Atlantic and that the changes have strengthened our competitive position. The important thing to be sure of is that having reached this position we do not recede from it after the war."

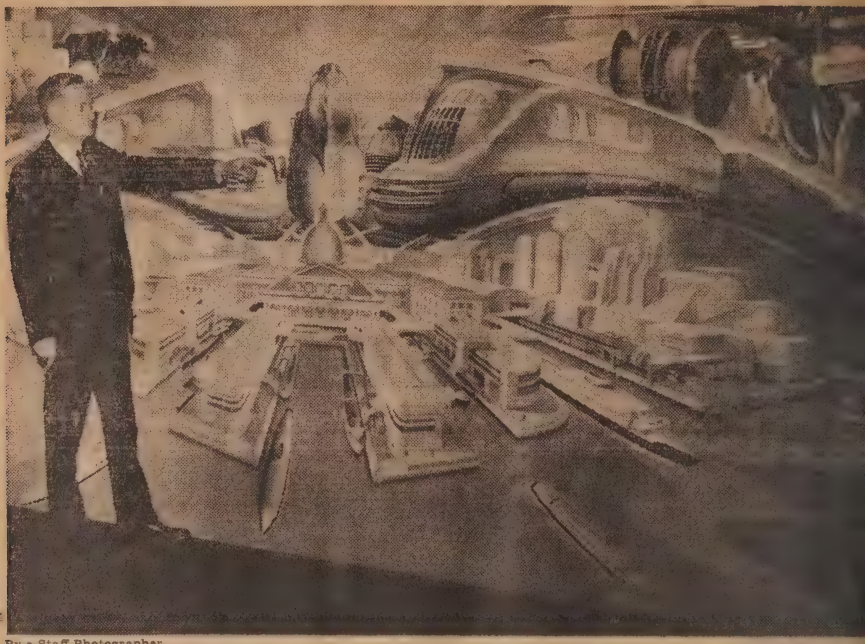
The Governor said that he had recommended in his inaugural message the establishment of a port authority with powers consistent with its responsibility for the full development of Boston Harbor.

Vitally Interested

Denying the long-standing opinion in shipping circles that the New York, New Haven & Hartford Railroad was not interested in the City of Boston or its port, Howard S. Palmer, Trustee and President of the Railroad, pledged "the hearty support and enthusiastic co-operation" of his company in the port development program.

"We on the New Haven are far more interested in the port of Boston than we are in the port of

Murals Color Port Exhibit



By a Staff Photographer

William K. Jackson, President of Boston Chamber of Commerce

Mr. Jackson points to graphic portrayal of Boston's streamlined future. Joint exhibit of Boston railroads depicts glass-roofed coaches, and modern airport facilities set against a background of the New England tradition seen in covered, woode bridges, church steeples, Faneuil Hall and rust farmlands. It's all supposed to stress the need Port modernization.

Labor and Industry Unite to Boost Port

industries need low-cost water transportation for raw materials and finished goods for their "very existence," Mr. Jackson said there cannot be low-cost water transportation without dock and terminal facilities to permit low-cost handling of ships and cargo.

Referring to competing ports, Mr. Jackson said New York was considering expenditure of between $50,000,000 and $100,000,000 in modernizing port facilities, and that New York has spent about $1,000,000,000 for its port facilities while "we have permitted some of our port facilities to fall into a state of decay."

It is now apparent that when the war ends Boston will have only nine berths available for commercial use against a prewar figure of 35 berths, said Mr. Jackson. The Army and Navy are using 20 berths now, he said. "Unless new facilities are constructed it is obvious that Boston cannot hope either to retain its prewar business or to secure any of the increased business which certainly will take place. Only the State can meet the need of adequate port facilities with which we can compete successfully with the public-owned facilities of competing ports.

"But neither ships nor docks alone will solve our problem. There must be cargo to carry.

Presents Challenge

"This presents a striking challenge to business men generally in New England—bankers, insurance men, manufacturers, exporters and importers," said Mr. Jackson."

Mr. Jackson showed a chart to illustrate where "so much business" might be had and which disclosed that exports from all the New England States were routed mostly to New York, where 65 per cent went, compared to 14 per cent to Boston. "And we must create new business," Mr. Jackson added.

"And finally there is a challenge to labor," Mr. Jackson said. "At times in the past there has been insufficient business in the Port to furnish labor with steady employment. This may have been the cause of labor practices which have resulted in excessive costs in handling cargo and expensive de-

New York," said Mr. Pal "Boston is our largest and important freight terminal an can provide better service in ton than in New York.

"We are vitally interested i future welfare of Massachu and Boston because: (1) our roll in Massachusetts in 1944 about $30,000,000 of which n $20,000,000 was paid in the of Boston; (2) our tax bill Massachusetts in 1944 were to $2,000,000; (3) in 1944 the Haven brought into Boston 4, 000 tons of freight, and ha this was government freight export. However, we only c out of Boston 900,000 ton freight."

Establishment of a new fo freight traffic department representatives in the interi the country for the special pu of urging shippers to route products to the rest of the through the port of Boston announced by Mr. Palmer.

Labor in the trucking fiel well as truck owners, was pl to co-operate for the benefit Port by Allan P. Wilson, President of the Motor Truck of Massachusetts, who spok the Massachusetts Motor Association and for labor trucking field.



ROPOSED IMPROVEMENTS IN CHELSEA AND EAST BOSTON are shown above in this ap covering the airport and neighboring section. The map was exhibited at the Port of ›ston luncheon today, sponsored by the Chamber of Commerce. Studying the map are ›seph H. Decatur (left), president, Massachusetts Farm Bureau Federation, and Robert Mills, port agent, National Maritime Union.

At Peak Levels

"We are prepared to make whatever private investment may be required from us to maintain our service at peak levels of performance," said Mr. Wilson, speaking for the truck owners. "We are planning to educate our freight solicitors, of whom, in normal times, there are almost 1,000, to the advantages which the Port of Boston provides to shippers throughout New England."

He pledged the full co-operation of Local 25, of the Truckmen's Union in Boston; local 170, in Worcester County; and the truckmen of Springfield, by authority of the Union leaders.

Full development of the Port was urged by former Gov. Joseph Ely, who listed primary needs Modern scientific piers, similar facilities for air-borne tonnage, and railroads that will fight the battle of the Port of Boston, as with facilities and ships are useless without railroads that are working through their agents all over the country to bring traffic to the Port. This is a great venture which should "re-awaken the slumbering spirit of the once great Port," said Mr. Ely in urging everyone to support the cause of the Port.

Speaking for agriculture, Joseph H. Decatur, President of the Massachusetts Farm Bureau Federation, Inc., urged closer co-operation between industry, labor, and agriculture, "if we are to achieve what we have set out to do for the Port of Boston." Massachusetts agriculture has a vital stake in this project, he said, and any increase in the size of the port means increased sales of farmers' products. Each extra ship that docks here is going to stock up with thousands of dollars' worth of farm products.

Erection of a giant, steel span over Boston Harbor, connecting the South Station district with Dewey Square, East Boston, and linking in with the Lee-Burbank highway to the North Shore is blueprinted in a special exhibit shown for the first time at the Port of Boston luncheon in Hotel Statler today.

A model of the six-lane bridge, including foot walks having a 150-foot clearance over the Harbor was set against a background of maps of the Port district, and flashing lights focused upon the development of the Logan Airport in East Boston. The span would cost $12,000,000 and would substitute for the proposed second vehicular tunnel.

The New Haven Railroad presented an exhibit announcing that it was organizing a new foreign traffic department to sell the Port of Boston to western and midwestern business, and to constitute a clearinghouse for information on ship sailings and arrivals.

Port of Boston Luncheon

Present at the exhibition and Port of Boston luncheon, W. J. McDonald, sponsor of the bridge plan and known as "the father of Park Square" emphasized his plan as "cheaper than the proposed vehicular tunnel, and more practical." He would have the bridge built with private capital, which would be permitted to collect tolls until the original cost and servicing charges were liquidated. Then the bridge would become a public way, free of tolls.

Railroads, trucking companies, towns and cities, and business houses were represented in the exhibitions disclosing not only the plans for future developments of the Port, but the start already made toward modernizing Port facilities for a place in postwar industrial competition.

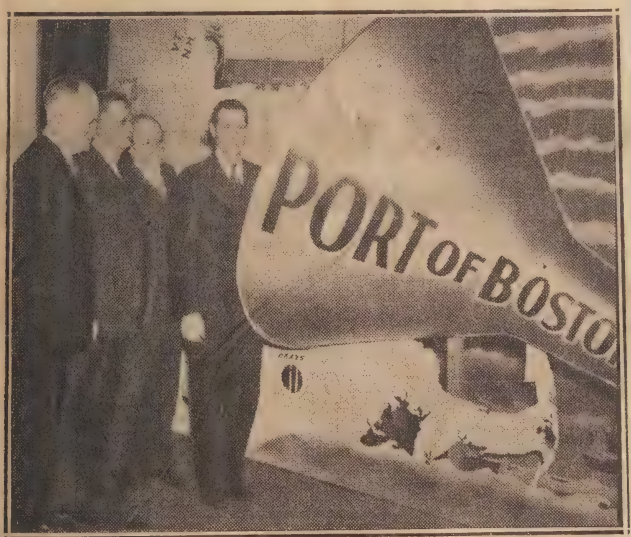
Gillette Stages Display

A gigantic stage display by the Gillette Razor Company depicted a floor-to-ceiling map of New England, with trains and busses rolling into Boston, and pouring through a huge funnel (the Port of Boston) to dump their loads out of the mouth of the funnel into ships in the Harbor. Flashing lights on the farther side of the stage marked the foreign trading points to which the ships would sail.

THE BOSTON POST

ALL NEW ENGLAND TO BACK HUB PORT

21 Organizations Gather at Luncheon to Map Out Great Drive for Postwar World Trade



AFTER "PORT OF BOSTON LUNCH"

Left to right: Chm. Jay R. Benton, Pres. William K. Jackson of the Boston Chamber of Commerce, Chm. Ralph E. Flanders of the Massachusetts committee for port development, and Gov. Tobin, after the luncheon of the Chamber of Commerce and Maritime Association of the port.

The moribund port of Boston received its greatest push forward in decades yesterday when leaders of government, management, labor, bankers and port-minded citizens joined with the Chamber of Commerce maritime division and 21 other New England organizations at a luncheon in the Hotel Statler to lend impetus to the move for the success of the legislation calling for the appropriation of $15,000,000 for Massachusetts ports.

Gov. Tobin, principal speaker, declared to the gathering that the time for Boston's port to become ready for the postwar business was "now." But he warned, "piers alone will not meet the needs of the port. Co-operation of labor and management and the active support of our transportation agencies is essential."

Gov. Tobin, who announced in his inaugural that he would lend his complete support to save the port from ruin, predicted a great future for the port and those directly and indirectly connected when the postwar era comes.

"In the period following reconstruction there is no reason to suppose that foreign trades will not be as extensive as in the prewar era and it is generally believed that, due to closer relationships with foreign countries and improved economic conditions abroad, foreign shipping should far exceed that of the prewar era.

"For this trade, the post of Boston must be ready and it must be ready early, for if ground is lost in the period of reconstruction it may well be lost for all time," he warned.

Urges Sound Planning

Gov. Tobin said the expenditure for the development of the port facilities must, of course, be "determined by the economic soundness of each particular proposal advanced.

He said those informed about corrective measures taken under the stress of war conditions agree that Boston is now on a labor parity with its companion ports on the North Atlantic. He said the changes have strengthened our competitive position. "The important thing to be sure of is that having reached this position, we do not recede from it after the war and that we secure the kind of intelligent co-operative relationship between steamship industry and waterfront labor which is necessary for the securing of competitive business."

He said the support of transportation agencies is one of the prerequisites of success and warned that it is unhealthy for a port if one railroad is owned by another.

Independent Management

"Active railroad support is required and no railroad in Massachusetts should be allowed to control another. The competition of free and independent railroads is essential. Similarly active steamship support of the port is required. Independent management of Boston overseas lines largely disappeared in the early 1900's and these lines have since continued to be operated with the United States headquarters at New York, whether American or foreign owned. Independent Boston management had previously worked to fill ships here. Consolidated management with New York headquarters gets business at one port, if not at another, and has not the same incentive to build our port.

New England and Massachusetts capital should be encouraged to establish a steamship service with headquarters in Massachusetts, which would give New England direct service to the principal ports of the world instead of the present port call service now received," Gov. Tobin said.

Urges Real Authority

Boston's competitive position must be improved, the Governor warned saying. "Action of some public body is definitely required for the improvement of the city's competitive position."

"Boston cannot depend alone on private initiative, essential as that initiative is. The task ahead requires continuous, detailed and laborious effort that cannot be performed solely by any volunteer group. Accordingly, I recommended in my inaugural that an authority be created to have the powers consistent with its responsibility for the full development of Boston Harbor and that funds for the purpose of organization, investigation and planning and promotion be made available.

"The wartime port has made an enviable record. Unquestionably the opportunity will be at hand for a peacetime record of like accomplishment. May it not be missed, for the chances are that its like will not be seen again. We definitely should take advantage of the natural resources that God gave us and build this great New England resource to its greatest development," he concluded.

New Strength to Area

Ralph E. Flanders, president of the Federal Reserve Bank of Boston and a member of the port development committee, warned the group that "the decay of the port is a part of the threatening decay of New England."

"This port can be either a focus of infection or a centre of vitality. The passage of the port bill will give the opportunity for supplying new health and strength to Massachusetts and New England.

"But the bill is only a means to an end. It is the beginning. The Port Authority must be drawn from the most experienced and public spirited citizens of the Commonwealth. Progress must be wise and sure rather than rapid and spectacular. Administered in this spirit, the port will not be an expense, but a source of profit, direct and indirect, and a means of building a hopeful future for ourselves and our children," Mr. Flanders concluded.

Robert E. Mills, port agent for the National Maritime Union, told the group: "For our part, we say that it is for the furthering of programs like this that the National Martime Union is prepared to extend its wartime no-strike pledge into the days of peace."

Other Ports Awake

Pres. William K. Jackson of the Boston Chamber of Commerce, who presided, said the luncheon was the greatest gathering of legislators and businessmen ever held in the interests of the port. He said:

"Various ports of the United States became established terminals of new steamship lines after World war I. Boston did not become one of these. Is it going to happen to us again?"

He warned that other American ports are fully awake to the postwar needs. "New York is considering the expenditure of from $50,000,000 to $100,000,000 in modernizing its port facilities. Baltimore proposes to spend about $50,000,000—Philadelphia, $40,000,000—San Francisco, $35,000,000—Charleston about $16,000,000 and Portland, Me., about $10,500,000.

"New York has spent about $1,000,000,000 for its port facilities. Massachusetts has spent $29,000,000," he said.

Port Piers Decreased

He said Boston has permitted some of its port facilities to fall into a state of decay and said that even under the wartime building the port piers have decreased.

"It is now apparent that when the war ends Boston will have only nine berths available for commercial use against a prewar figure of 35 berths. If the army and navy release the berths which they now use, amounting to 20, there will still be less berths available than before the war. Unless new facilities are constructed, it is obvious that Boston cannot hope either to retain its prewar business or to secure any of the increased business which certainly will take place. Only the State can meet the need of adequate port facilities with which we can compete successfully with the public-owned facilities of other competing ports," he said.

He cited a table of comparisons between the ports of Boston and New York, showing that New England business in the past has been passing through the port of New York.

65 Per Cent to New York

In the last check in the prewar era, he said, 14 per cent of New England business moved through this port, while 65 per cent moved through the port of New York. New York received 50 per cent of the Massachusetts water business, while Boston only received 22 per cent, he said.

Howard S. Palmer, trustee and president of the New York, New Haven and Hartford railroad, told the gathering his railroad is far more interested in the port of Boston than it is in the New York port. He said Boston is the railroad's largest and most important freight terminal and the road can provide better service in Boston than New York.

He said as part of the New Haven's participation in the program the railroad has already created a foreign trade freight department with representatives in the interior, for the special purpose of urging shippers to route their products through Boston.

"Once upon a time we used to hear rumors that the New Haven was not interested in the city of Boston or its port. This rumor, like many other fairy tales, lacks any factual basis and I believe in the past few years we have demonstrated the unsoundness of such careless statements," he said.

Modern Piers Vital

Former Gov. Joseph B. Ely said Massachusetts must be prepared to do its bit in the program for full development of the port. "This means, first, modern scientific piers and docks for the proper reception and discharge of ships, for we cannot advertise one day's steaming advantage if our facilities are so poor that the day gained is lost in turning the ship around for another voyage. Two, we must provide similar facilities for airborne tonnage. To attract the trade of nations, we must be prepared here to receive that trade by land and by sea. Three, we must have a railroad or railroads fighting the battle of the Port of Boston.

"The harbor facilities and the tonnage of ships are useless unless the railroad situation is clarified so that its agents throughout the country are working to bring traffic to the port. Railroads whose chief interest leads them to bypass the port are of no assistance. Our railroads must make Boston their home port and competition will not hurt any in that respect. It will help," ex-Gov. Ely said.

Gov. Ely said there is a chance in Boston for the establishment of a free port which would mean the establishment of a very extensive business venture requiring the application of banking, commission trade, warehousing, processing and the operation of piers. "It is a venture for private enterprise, but the State must first give legislative sanction," he said.

21 Groups Represent

Other speakers included Doyle, president of the Mas A. F. of L.; Allan P. Wi president of the Motor Truc Massachusetts.; Joseph H. president of the Massachus Bureau Federation, Inc.; an Benton, chairman of the Gre ton Development Committee.

There were 247 cities and the State represented at the which had as its theme "This

The 21 organizations pa were: American Communicati ciation, Associated Industrie sachusetts, Boston Chamber merce, Boston Marine Socie Wool Trade Association, Fishing Boats of New Engl eign Commerce Club, Greate Development Committee, Int Longshoremen's Association, Engineers Beneficial Associati time Association, Maritime mittee, Massachusetts Comm Port Development, Mas

Council of Retail Merchants chusetts Fisheries Associati ters, Mates and Pilots Orga National Maritime Union, N land Council—Massachusetts New England Export Club, Club of Boston, Retail Trad and the Seafarers Internation

The Boston P
Established 1831
The Independent Democr
Paper of New Englan
(Issued daily by Post Publishin
MARCH 16, 1945. NO. 14: VO

TWO MEETINGS

An ocean apart, there we related meetings held yesterda will have tremendous bearing place that New England will the postwar world ahead.

In London, Winston Churc to tell the House of Commo "victory lies before us, certa perhaps near," and added his tion that the European war m clude "before summer ends sooner."

As the words ran around the words spoken with such au and more knowledge of what pening than most men have, the the vision beyond the victory battered cities of Europe structed, the factory wheels once more and the de-mined fie with harvests again.

Out of the ancient harbors, the debris of war, ships would the Atlantic, bearing the pro the Old World to the New, to our ports the goods of Eur returning home with the g America and New England.

In Boston, at the mome Prime Minister Churchill's m hope was encircling the glo who have that vision of th were holding a memorable m meeting to greet the postwa with augmented port faci

wharves and a mammoth airport, in ail lines and other forms of trans- ortation—adequate and up-to-the- ninute.

It was an unusual meeting in that combined various groups—com- ierce, industry, farming, labor, ship- ing, railroads, trucking and financial iterests—for the sole, unselfish purpose f waking the port of the Hub from s long lethargy and to give united ipport to the passage of the port ill, providing for a minimum number f modern piers and a Port Authority ith power to do things.

It was an unusual meeting in that iere was no disagreement about the ain objective—to put the port back n its feet—nor about the necessity r spending millions of dollars, by ublic funds and private investment, achieve the end—to get back more illions through trade to keep wheels rning and provide employment ien wartime working ends.

It was unusual that in a city often isrepresented as staid and con- rvative—but one which has often uited too long to think out ways to nquer problems—there was a sense urgency to the meeting which overnor Tobin keynoted when, eaking of foreign shipping, he said, or this trade the port of Boston ist be ready and it must be ready ly, for if ground is lost in the iod of reconstruction, it may well lost for all time."

Above all, there was no mincing of rds. The problem to be met was glossed over. Chairman Flanders the port development committee ke out when he said, "The decay he port is a part of the threatening ay of New England. This port be either a focus of infection or a tre of vitality. The passage of the t bill will give the opportunity for plying new health and strength to ssachusetts and New England."

eyond the words of Prime Minister irchill that "victory lies before us, ain and perhaps near," stands the rtunity for Boston and New land. The able representatives of ton and New England, who met erday, not only see the opportunity thers before them have seen it in r decades, but are planning to it, not tomorrow, but now. The bill is a long step forward.

The Observant Citizen

✣ ✣ ✣ ✣

This year 1945 may well be one to be remembered in the Bay State as the year in which something was done toward making the Port of Boston what it should be.

There is a move to give Boston a Port Authority that has the power and funds necessary to do the job right. House Bill No. 684 introduced in the Legislature makes interesting and hopeful reading for all who believe in Boston and New England.

It places the business of running, developing, and promoting the port in the hands of one authority.

✣ ✣ ✣ ✣

A PROGRAM OF INTEREST to every citizen of Massachusetts will be presented as a public service from 3 to 4.15 p. m. today, when WNAC, key station of the Yankee Network, rebroadcasts the entire proceedings of the "PORT OF BOSTON FORUM" direct from the speakers' table in the Imperial Ballroom of the Hotel Statler.

Leading members of all branches of commercial life in the Commonwealth of Massachusetts, including industry, labor, banking, farming and transportation, as well as a large group of legislators from the State House, will join with the Boston Chamber of Commerce in this special luncheon.

This luncheon will be a preview discussion of the Port Development Bill to come before the legislature in special committee hearings on March 19. It provides for minimum port facilities for postwar competition.

State Leaders Pledge Aid To Port Here

Capital, labor, industry and agriculture, represented by 1100 persons from 234 communities, yesterday pledged support to the restoration and full development of the port of Boston at a "Port of Boston Luncheon" sponsored by the Maritime Association of the Boston Chamber of Commerce at Hotel Statler.

A port authority with more power and money is necessary, if Boston is to lead in world trade growth and expansion, declared William K. Jackson, president of the Chamber of Commerce.

Jackson shared the program with Ralph E. Flanders, president of the Federal Reserve Bank; Jay R. Benton, chairman Greater Boston Development Commission; Gov. Tobin; Robert Mills, port agent for the National Maritime Union; Howard S. Palmer, trustee and president of the New York, New Haven & Hartford Railroad Company, and others.

"We need not only more ships using the port of Boston but we need adequate and modern port facilities whereby ships may be economically and expeditiously loaded and discharged," Jackson declared.

"The very existence of many of our New England industries depends upon low cost water transportation, not only for the raw materials and supplies which feed our factories but for the distribution of the finished products. There cannot be low cost water transportation unless the dock and terminal facilities are modern and permit of efficient and low cost handling of ships and cargo."

Revealing that when war ends Boston will have only nine berths available for commercial use against a pre-war figure of 35, Jackson warned that even if the Army and Navy released the 20 berths they now use, there would still be less berths available than before the war.

SAYS UP TO STATE

"Unless new facilities are constructed it is obvious," he declared, "that Boston cannot hope either to retain its pre-war business or to secure any of the increased business which certainly will take place.

"Only the state can meet the need of adequate port facilities with which we can compete successfully with the public-owned facilities of other competing ports."

Citing the "pitiful conditions of Boston harbor facilities," Mills pointed out that if the "port is allowed to sink further into decay, it means the thousands of seamen living in Boston and its neighborhood and the tens of thousands from the New England states must look for employment in ports progressing with the times.

"It is for the furthering of programs like this that the National Maritime Union," he said, "is prepared to extend its no-strike pledge into the days of peace. We stand for a strong merchant marine with jobs for all seamen and allied workers in peace as well as in war and we are all for the development of the port of Boston to handle these ships."

FREIGHT BUSINESS UP

Gov. Tobin denied what he termed "the prevalent impression" that freight movement through the port his been constantly dwindling. Boston's total cargo business, he said, is "substantially more than twice what it was 30 years ago.

"We are not merely commencing to build," the Governor emphasized; "but even were we in first position among the ports of the nation, we could not remain idle. We would have to meet competition."

Declaring that construction of additional piers would not meet port needs, Tobin cited the co-operation of labor and management and the active support of transportation agencies as essential.

"Active railroad support," he contended, "is required and no railroad in Massachusetts should be allowed to control another.

WOULD ENCOURAGE CAPITAL

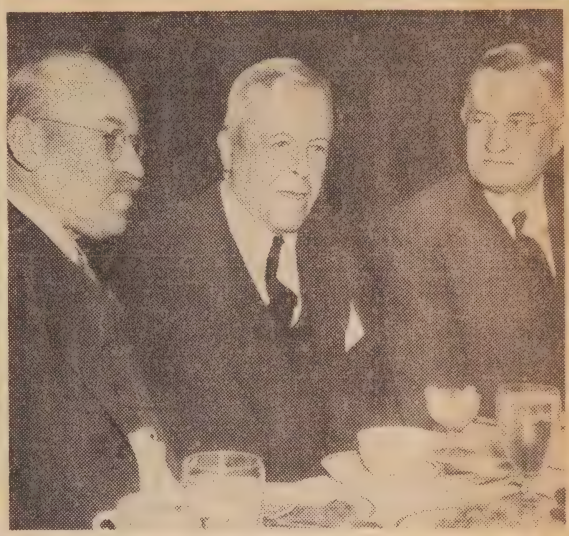
"New England and Massachusetts capital should be encouraged to estabilsh a steamship service with headquarters in Massachusetts, which would give New England direct service to the principal ports of the world instead of the present port of call service, now the principal service received."

Tobin further agreed with a statement by former Gov. Joseph B. Ely in the possibility of establishing a free port in Boston.

Urging the state to give legislative action, Ely said such an eventuality would mean "establishment of a very extensive business venture, requiring the application of banking, commission trade, warehousing, processing and the operation of piers."

Pledging the support and co-operation of his railroad, Palmer declared the New Haven was "far more interested in the port of Boston than we are in the port of New York. Boston is our largest and most important freight terminal and we can provide better service in Boston than in New York."

Among others present at the meeting were Charles Francis Adams, former secretary of the Navy; Charles E. Spencer, president, First National Bank, and Walter B. Bucklin, president, National Shawmut Bank.



PORT OF BOSTON DEVELOPMENTS are discussed at Hotel Statler at a luncheon sponsored by the Maritime Association of the Boston Chamber of Commerce by, left to right, Ralph E. Flanders, president of the Federal Reserve Bank; former Gov. Joseph B. Ely, and William K. Jackson, president of the Boston Chamber of Commerce.

Labor and Railroad Issues Frankly Faced at Port Forum

With 200 members of the Legislature attending, the Port of Boston luncheon conducted by the Boston Chamber of Commerce in the Statler ballroom yesterday turned out to be a forum of plain talk on basic issues of the port.

Labor and railroad relationships, long held to be central to the port problem, were brought into the open as they have seldom been discussed in public.

Gov. Tobin and Ex-Gov. Joseph B. Ely, both bore down hard on the railroad question, and Pres. Howard S. Palmer of the New Haven Railroad responded with the statement that the New Haven "is far more interested in the port of Boston than in the port of New York." He described as "fairy tales" reports that the New Haven was not interested in the Port of Boston. "Boston is our largest and most important freight terminal," he said. "We can provide better service in Boston than in New York. We will do our part to sell the port of Boston and to bring a greater volume of imports and exports here because as Boston prospers so shall we all prosper."

War Record Excellent

Pres William K. Jackson of the Chamber of Commerce opened up the labor question. He referred to labor practices—which have resulted in excessive costs and expensive delays in handling cargoes. "This has strongly militated against the port," he said.

But the war record of port labor he described as "excellent," and called on labor and managment "to put their house in order now so that when peace comes this port will be on a competitive parity with the other Atlantic ports."

Gov Tobin, describing "the corrective measures taken under the stress of war that have put Boston on a labor parity with its companion ports" declared "the important thing is that we do not recede from it after the war." He said that he was counting on the port labor committee he had appointed—James Truden, Daniel Donovan and John Levins—"to get together on an agreement for after the war to place us in a competitive position with all other ports."

Mills Wins Great Applause

Assurance of labor's cooperation for stability in port operations was given by two spokesmen for labor —William F. Doyle, president of the Massachusetts Federation of Labor, and Robert Mills, port agent of the National Maritime Union.

Mills got the heartiest applause of any speaker before more than 1000 guests when he declared that the National Maritime Union "is prepared to extend its no-strike pledge after the war for the furthering of programs like the development of this port."

"This represents an offer of labor stability, essential for the development of the port," Mills said. "With labor stability the legislators can proceed knowing that one factor in a complicated program is reasonably guaranteed." Mills said that "industry must learn to educate its die-hard labor baiters and labor must learn to educate some of the old-line trade unionists so that they can subordinate their particular interests to the benefit of the community as a whole."

Ely Asks Roads' Aid

Ex-Gov Ely insisted that "we must have a railroad or railroads fighting for the port of Boston. Harbor facilities are useless unless the railroad situation is clarified so that its agents are working to bring traffic to the port. Railroads whose chief interest leads them to bypass the port are not of assistance. Our railroads must make Boston their home port and competition will help."

Gov. Tobin, reiterating the position he took in his inaugural for a strong Port Authority with adequate funds, said "Piers alone will not meet the needs. Cooperation of labor and management and the active support of our transportation agencies is essential.

"Active railroad support is required," the Governor said. "No railroad in Massachusetts should be allowed to control another. The competition of free and independent railroads is essential. Similarly active steamship support of the port is required. Independent management of Boston lines largely disappeared in the early 1900's. These lines have since been operated with United States headquarters in New York. Whether they are American or foreign-owned, that works adversely to Boston.

"Independent Boston management had previously worked to fill ships here. Consolidated management with New York headquarters gets business in one port if not in another and has not the same incentive to build our port. New England capital should be encouraged to establish steamship service with headquarters in Massachusetts to give New England direct service to the principal ports of the world instead of the present port of call service."

But the port cannot depend on private initiative alone, the Governor said. Public funds must be used to build up the port facilities.

"The wartime port has made an enviable record. The opportunity is at hand for a peace-time record of equal accomplishment. May it not be missed for its like may not be seen again. If Houston can dig a canal to the sea to establish a port, then we with the greatest harbor on earth can develop a port comparable to any. I am confident that working together we shall go forward to develop here in the port this greatest natural resource of New England to the fullest."

Challenge, Says Jackson

The problem of the port is a challenge to New England capital, industry, labor and commerce, said William K. Jackson, president of the Boston Chamber of Commerce.

"We want some New England capital that is willing to venture into the shipping field and increase existing steamship services or establish new services with Boston as an ocean terminal," he urged.

"The very existence of many of our New England industries depends upon low-cost water transportation both for raw materials and for distribution of finished products. There cannot be low-cost water transportation without modern efficient docks and terminal facilities."

He recited a formidable list of competiting port projects for postwar development. New York is planning a $50,003,000 to $100,000,000 program. Philadelphia to spend $40,000,000 and Baltimore $50,000,000, he said.

Boston will have only nine ship berths capable of handling modern-size ships after the war, compared to 35 for the pre-war type ship, he said. The Army and Navy control 20 other ship berths whose release for commercial use is uncertain. "Unless new facilities are constructed, Boston cannot hope either to retain its pre-war business or secure the increased postwar trade. Only the state can meet the need of adequate port facilities to compete successfully with public-owned facilities of other competing ports."

A. F. of L. Lends Support

William F. Doyle, president of the Massachusetts Federation of Labor, put all the A. F. of L. unions in the state on record in support of the Port Authority bill. He said the modernization of the port "means jobs and life itself to the industrial community. A lively port will increase employment in many lines. The new construction needed would provide work for many in the building trades. This port project has met support in all sections of the state. The 1000 unions and 300,000 members of the State Federation of Labor want it."

Joseph B. Decatur, president of the Farm Bureau Federation, said that agriculture, labor and industry will all benefit from the building up of the port. Agriculture has a vital stake in the port because feed and fertilizer requirements need lowest-cost transportation. Any increase in the port means increase in sales of farm products, he said. "Unless labor is employed at reasonably high rates, agriculture cannot find a sale for its products and this immediately reacts against industry."

The 1500 members of the Motor Truck Club of Massachusetts have a deep interest in the fullest traffic through the port because trucks haul half the merchandise that flows through the port, said Allan P. Wilson, vice president of the motor truck club. "For us to be prosperous, the port must be prosperous," he said. The prosperity of the port must begin with passage of the Port Authority bill. We have looked back long enough to the days of the clipper ships. Let's look ahead and build a great port for the commerce of tomorrow."

Wilson said he could speak for John M. Sullivan, president of the Truckmen's Union, Local 25, to pledge full cooperation of both truck

owners and truckmen" to present any further interrupttion in dispatching merchandise to and from the port."

Flanders and Benton Speak

"The passage of the port bill will give the opportunity for supplying new health and strength to Massachusetts and New England," said Ralph E. Flanders, president of the Federal Reserve Bank. "But the bill is only a beginning. The Port Authority must be drawn from the most experienced and public-spirited citizens of the Commonwealth. Progress must be wise and sure rather than hasty and spectacular. Administered in this spirit, the port will not be an expense, but a source of profit and the means of building a hopeful future."

Jay R. Benton, president of the Greater Boston Development Committee, described the origin of that civic group to promote the economic interests of Boston and their unanimous decision to make the port their first undertaking. "The large stake we are playing for is industrial and commercial expansion and supremacy," he said. "The time has come for less talk and more action." Benton said that interior New England in normal times ships three tons through the port for every one ton that stops in Boston. "So the rest of New England receives three-fourths of the direct advantage of the service of the port for every one-fourth that Boston receives. That indicates the true relatioiship of the seaport and the rest of New England. The port is the servant of the interior."

The port forum was opened with a dramatic presentation of the Louisiana Purchase, the purchase of Alaska, the opening of the Panama Canal and the development of the Quabbin Reservoir, all of them projects criticised in their time as not worth the cost. The development of the port of Boston, "The front door of New England," would prove as wise a public expenditure, the prelude concluded.

BOSTON NEWS BUREAU

Friday, March 16, 1945

Capital, Labor And Industry Combine At Big Port Luncheon

Vigorous Pleas For "Bigger And Better" Set Forth By Several Speakers, Including Governor Tobin—Labor Representatives Voiced Willingness To Co-operate In Movement

Optimistic predictions concerning the great future of the Port of Boston, together with warnings of the big job which lies ahead before attaining that goal, were stressed at a luncheon at the Hotel Statler yesterday sponsored by the Maritime Association of the Boston Chamber of Commerce, with about 1100 businessmen, industrialists, bankers, transportation men, labor representatives and members of the state legislature in attendance.

Speakers at the luncheon, which was highlighted by a vigorous plea for a "bigger and better" port by Governor Tobin, included all segments of the national economy—capital, labor, government, transportation and agriculture. Jay R. Benton, chairman of the Greater Boston Development Committee, sounded the keynote of the meeting when he asserted that "the large stake we are playing for is industrial and commercial expansion and supremacy. Between the first world war and the present war we were asleep at the switch. The time has come for less talk and more action."

Piers Only Part Of Story

Governor Tobin declared, in his address, that "piers alone will not meet the needs of the Port. Co-operation of labor and management and the active support of our transportation agencies is essential. Those informed about corrective measures taken under the stress of war conditions agree that Boston is now on a labor parity with its companion ports on the North Atlantic, and that the changes have strengthened our competitive position. The important thing to be sure of is that having reached this position, we do not recede from it after the war and that we secure the kind of intelligent, co-operative relationship between the steamship industry and waterfront labor which is necessary for the securing of competitive business."

Pleads For Support Of Transportation Agencies

The Governor made a strong plea for the support of transportation agencies in building up the Port, pointing out that active railroad support is required and asserting that "no railroad in Massachusetts should be allowed to control another road. The competition of free and independent railroads is essential. Similarly, active steamship support of the Port is required. Independent management of Boston overseas lines largely disappeared in the early 1900's and these lines have since continued to be operated with United States headquarters at New York, whether American or foreign-owned. Independent Boston management had previously worked to fill ships here. Consolidated management with New York headquarters gets business at one port, if not at another, and has not the same incentive to build our port."

He urged New England capital to establish steamship service with headquarters in Massachusetts, which would give New England direct service to the principal ports of the world instead of the present port-of-call service now received."

Port Has Made Progress

The Governor said that an erroneous impression was prevalent that freight movement through the Port of Boston has been constantly dwindling. He pointed out that this has been due in large part to the circumstance that some temporary development affecting the export or coastwise trades, for example, has served to obscure the facts as to the total freight business of the Port. Actually an examination of the tonnage record relating to traffic moving through the Port discloses that Boston's total cargo business is substantially more than twice what it was 30 years ago and in 1937, Boston had the largest movement of tonnage of any year except the boom year of 1929. Even during the years of deep depression from 1930 through 1936, Boston's business far exceeded that of 1920.

The chief executive pointed out, however, that there are elements in the situation that are a bit misleading. He explained that much of the gain recorded is in bulk, not general cargo, and bulk cargo, such as petroleum products, is not so productive of employment . . . The fact that Boston business has not declined, but, rather, has progressed, must obviously not lead to complacency. The fact that Boston business has increased, is stated only that we may know better the problem ahead . . . Even were we in first position among the ports of the nation we could not remain idle."

Jackson Tells Of Other Ports' Accomplishments

William K. Jackson, president of the Boston Chamber of Commerce, who acted as toastmaster as well as being one of the principal speakers, emphasized that the very existence of many of our New England industries depends upon low-cost water transportation, not only for the raw materials and supplies which serve our factories but for the distribution of the finished products.

Illustrating the alertness of other ports of the United States to their postwar needs, the Chamber president said that New York is considering the expenditure of from $50 to $100 million in modernizing its port facilities, Baltimore proposes to spend about $50 million, Philadelphia $40 million, San Francisco $35 million, Charleston about $16 million, and Portland, Me. about $10⅔ million. New York already has expended about $1 billion for its port development as compared with a total of $29 million for Massachusetts.

"We have permitted some of our port facilities to fall into a state of decay," Jackson warned. "When the war ends Boston will have only nine berths available for commercial use, against a prewar figure of 35 berths. If the Army and Navy release the berths which they now use, amounting to 20 there still will be less berths available than before the war."

New Haven Road's Contribution To Port

Howard S. Palmer, president of the New Haven Railroad, another speaker, spiked the rumors that his road is not interested in the city of Boston or its port. "I emphasize," Palmer stated, "that we on the New Haven are far more interested in the Port of Boston than we are in the Port of New York. Boston is our largest and our most important freight terminal and we can provide better service in Boston than in New York."

Adducing figures to prove New Haven's interest in this area, he said that the road's payroll in Massachusetts in 1944 was about $30 million, of which nearly $20 million was paid in the city of Boston; its tax bill in Massachusetts was close to $2 million; and in 1944 the New Haven brought into Boston over 4½ million tons of freight, half of which was government freight for export. Palmer added, however, that "we only carried out of the city of Boston a little less than 900,000 tons of freight. In normal times the difference is not so great, the ratio being about 2½ to 1 instead of about 5 to 1, as at present."

Union representatives who spoke included William Doyle, president of the Massachusetts State Federation of Labor, and Robert Mills, port agent for the National Maritime Union. Doyle said that the port development plan had the full-hearted support of all the union labor groups in the state and Mills was vigorously applauded when he asserted that "it is for the furthering of programs like this that the National Maritime Union is

prepared to extend its no-strike pledge into the days of peace. We stand for a strong merchant marine with jobs for all seamen and allied workers in peace as well as in war and we are for the development of the Port of Boston to accomplish this specific purpose."

Boston One Of Great Ports Of War

Jay R. Benton, chairman of the Greater Boston Development Committee, in his remarks, pointed out that the Port of Boston, "because of its natural advantages, is a great seaport and no better proof is needed than that our country has made it one of the greatest ports in this war. This port is not the origin or destination of the bulk of traffic carried by its water lines; it is a concentration point or gateway in severe competition with other gateways along our coast for the shipping business. A great port such as ours is a focus of lines of communication, and this community, located at such a focus, enjoys peculiar advantages. Millions of dollars are expended in this port simply for handling vessels in and out."

Water carriers pay large sums for coal to local dealers; they pay longshoremen for handling their cargoes; purchase provisions, stores and dunnage from local merchants; they pay pilots for bringing the ships in and out of the harbor, and the towing companies for berthing them.

As important as the Port of Boston is to our metropolitan cities and towns, it is far more valuable to Massachusetts and to New England, Benton emphasized. He pointed out that all eastern and northern New England, interested in overseas and coastwise shipments, has value and power added to it by the proximity of the Boston water terminals. In normal times, he pointed out, interior New England sent or received three tons of freight through the Boston gateway for every ton there transshipped for the Port itself and so received three-quarters of the direct advantage of every Boston steamship service for every one-quarter that Boston retained.

Railroads Must Back Up The Port

Former Gov. Joseph B. Ely voicing the sentiments of western Massachusetts regarding the renascence of the Port, stressed the facts that Boston is one day nearer the great ports of Europe than New York and is an equal distance to the South American ports.

"These advantages should be capitalized," Ely said, but he warned that we, first, must have "modern, scientific piers and docks for the proper reception and discharge of ships, for we cannot advertise one day's steaming advantage if our facilities are so poor that that day is lost in turning the ship around for another voyage. Two, we must have similar facilities for airborne tonnage. To attract the trade of nations, we must be prepaared here to receive that trade by land an by sea. Three, we must have a railroad, or railroads, fighting the battle of the Port of Boston. Railroads whose chief interest leads them to bypass the port are not of assistance. Our railroads must make Boston their home port and competition will not hurt any in that respect. It will help."

The decay of the Port is a part of the threatening decay of New England, Ralph E. Flanders, president of the Federal Reserve Bank of Boston, declared. "This Port," he stressed, "can be either a focus of infection or a center of vitality. The passage of the Port Bill will give the opportunity for supplying new health and strength to Massachusetts and New England."

But the bill is only the beginning, the Reserve Bank official added. "The Port Authority must be drawn from the most experienced and public-spirited citizens of the Commonwealth. Progress must be wise and sure rather than rapid and spectacular."

Of MARTS *and* MEN . . .

AN OUTPOURING OF MORE THAN 1000 Bay State businessmen and legislators filled the Imperial Ballroom of the Hotel Statler and overflowed into the foyer at yesterday's Port of Boston luncheon. Interesting touches of showmanship were included in the bill of fare, but the piece de resistance was a sound, well-reasoned argument for a bigger and better Port. If we will it—it can be done; this appeared to be the theme of the meeting. Some 247 cities and towns in Massachusetts were represented, many by legislators.

Colorful displays, with a nautical motif, marked the affair, with life preservers carrying the insignia "Port of Boston, U. S. A.," being used profusely around the ballroom an anchors, with ropes attached, serving as centerpieces on the tables.

Over the proscenium arch on the stage of the ballroom, a display was suspended with the caption, "Front Door of New England." The backdrop depicted Boston Harbor, with Boston Light flashing in the distance, and, to the left of the stage, was an animated replica of the New England States, with agriculture and industry pouring their wealth into a big funnel labeled "The Port of Boston."

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AILY RECORD
THE RECORD-AMERICAN HAS THE GREATEST CIRCULATION IN NEW ENGLAND
64, No. 65 40 Pages Boston, Friday, March 16, 1945 Entered as second class matter at Boston Postoffice ★ 3 CENTS

Ask N. E. Money Back Hub's Port

A plea for New England capital to enter the steamship field in connection with the campaign to revive the Port of Boston, was voiced by speakers headed by Gov. Tobin at the Port of Boston luncheon yesterday at Hotel Statler.

Stating that the Port of Boston must be ready early to get its share of expanded world trade after the war, Gov. Tobin said, "New England and Massachusetts capital should be encouraged to establish a steamship service with headquarters in Massachusetts, which would give New England direct service to the principal ports of the world."

The governor also said "competition of free and independent railroads" is essential, and that in addition to improving the physical facilities of the port there must be a public body to take charge, similar to that recommended in his inaugural.

Stating that Boston was "asleep at the switch between World Wars I and II," Chairman Jay R. Benton of the Greater Boston Development Committee pointed out that while the port is essential to Boston and the metropolitan area, it is far more valuable to the rest of the state and New England.

Massachusetts agriculture has a "very vital stake in this project," Joseph H. Decatur, president, Mass. Farm Bureau Federation Inc., told the gathering.

"Each extra boat that docks here is going to stock up with thousands of dollars worth of farm products," he added.

William K. Jackson, president Boston Chamber of Commerce said, "We want some New England capital that will increase existing steamship services or establish new services with Boston as an ocean terminal port. We need not only more ships using the Port of Boston but we need adequate and modern port facilities whereby ships may be economically and expeditiously loaded and discharged."

BOSTON MARINE GUIDE

LEGISLATIVE HEARINGS—PORT OF BOSTON

Vital Port and New England Commerce Depends on Legislative Action

From before the time of the present generation, and perhaps one or two previous generations, nothing more VITAL to New England maritime Commerce, its industries, the Commonwealth of Massachusetts, and the Port of Boston, hinges on the enactment of the proposed legislation now before the Massachusetts legislature.

No such forward looking legislation for protection and development of maritime commerce of New England and development of port facilities has ever been proposed, and with so much at stake for New England's commercial welfare, it should not fail to be enacted.

There never has been a time when so many prominent and leading citizens from all lines of commerce and industry, and from all over the State, have joined to promote a Port of Boston that will be a leader in world commerce, with new and modern facilities, and with capable and efficient administration.

That is the basic purpose of the new legislation. If the Port, Massachusetts and New England industry and commerce is to march triumphantly into post-war world trade and world commerce, the start must be made now to prepare, or we might "miss the bus."

The Greater Boston Development Committee, headed by Jay R. Benton, president of the Boston Mutual Life Insurance Co., and composed of about 150 leaders, and the Massachusetts Committee for Port Development, headed by Ralph E. Flanders, President of the Federal Reserve Bank of Boston, and composed of industrial and transportation leaders from all parts of the State, and who are sponsoring the new legislation for an enhanced Port Authority, indicate the widespread enthusiasm and interest in developing a Greater Port of Boston NOW and a greater commerce through New England's chief outlet to and inlet from world markets.

Andrew F. Lane, General Manager, Boston Port Authority; Nicholas E. Peterson, Vice President, First National Bank (co-authors of the Lane-Peterson report and plan); Jarvis Hunt, former speaker of the Senate, Ralph E. Flanders, and others, have literally toured the principal cities of the state, explaining to business men and organizations the meaning and advantages of a revitalized and modernized Port of Boston—New England's greatest single business asset—and they have done a good job.

On Wednesday, the members of the Legislative Committee on State Administration, before which the hearings will be held, toured Boston Harbor to get first-hand information on the Port's present condition and to ascertain what is proposed to be done.

Thursday noon at Hotel Statler, and under active direction of Frank S. Davis, Manager, Maritime Association, and the various cooperating port, industrial and labor organizations, and attended by a large number of Legislators and business men, a luncheon meeting was held for the expounding and promotion of the new legislation as a benefit to the entire state and New England. Nearly 250 towns and cities of the Commonwealth were represented in the total attendance of between 700 and 800 persons.

A number of prominent leaders in various lines of business all advocated definite favorable action on the legislation, pointing out that commerce is beneficial to all business life and to all residents. Speakers included Wm. K. Jackson, vice president, United Fruit Co., who acted as chairman; Howard S. Palmer, President, New Haven Railroad; Allan J. Wilson, A. Towle Co., and vice president Motor Truck Club of Mass.; Wm. Doyle, President, Massachusetts Federation of Labor; Robert Mills, National Maritime Union; John H. Decatur, President, Massachusetts Farm Bureau Federation; Jay R. Benton, Chairman, Greater Boston Development Committee; Joseph B. Ely, former Governor, Ralph E. Flanders, president, Federal Reserve Bank, and Maurice J. Tobin, Governor of the Commonwealth.

Hearings on the proposed new legislation for a revamped Boston Port Authority with enlarged duties and activities, will be held before the Committee at the State House next MONDAY, MARCH 19TH, 10:30 A.M.

It is imperative that as many as possible interested in port and commerce development attend this hearing and present their views to the Committee for its guidance and information, and even if they do not wish to speak, they should attend to indicate to the Committee their interest.

BOSTON CHAMBER OF COMMERCE
PRESIDENT'S OFFICE

16th March 1945

Mr. Jay R.Benton, President
Boston Mutual Life Insurance Company
Boston, Massachusetts

Dear Mr. Benton:

I wish to thank you for the part which you played in the Port of Boston Luncheon held yesterday under the sponsorship of the Boston Chamber of Commerce, the Maritime Association and many other organizations. We feel you made a very substantial contribution to the discussion of this question, and that your excellent presentation of the problem will be of great help to the members of the General Court in reaching a proper conclusion.

Yours sincerely,

W. J. Jacobs

LLER BUSINESS ASSOCIATION OF NEW ENGLAND, INC.

20 Boylston Street Boston 16, Mass.



OTING GOOD GOVERNMENT AND THE WELFARE OF SMALLER BUSINESS

March 14, 1944

Mr. Jay R. Benton
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Sir:

I heard your address yesterday at the luncheon of the Chamber of Commerce and was quite deeply impressed.

I would appreciate receiving a copy of your remarks if it is available.

Yours sincerely,

SMALLER BUSINESS ASS'N. OF NEW ENGLAND, INC.

E J Stewart

EJStewart.MHC President



Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

FEBRUARY



MARCH

March 15, 1945

the Field Force:

The Combined writings reported on Monday, March 12th for the previous eek's work surpassed anything yet achieved for a similier period in this pecial effort.

This letter will serve to remind you that we are fast approaching the inish line and in order to go on record as having participated in the best estimonial ever accorded our President, Jay R. Benton, it will be necessary or each one of our field representatives to earnestly go out for $5,000.00 r better Ordinary Production between March 19th and March 24th.

Weeks of prospecting must have accumulated ordinary prospects. The need or additional protection generally is known to all of us. If you see these rospects now and enthusiastically present any one of our various ordinary ntracts you cannot fail.

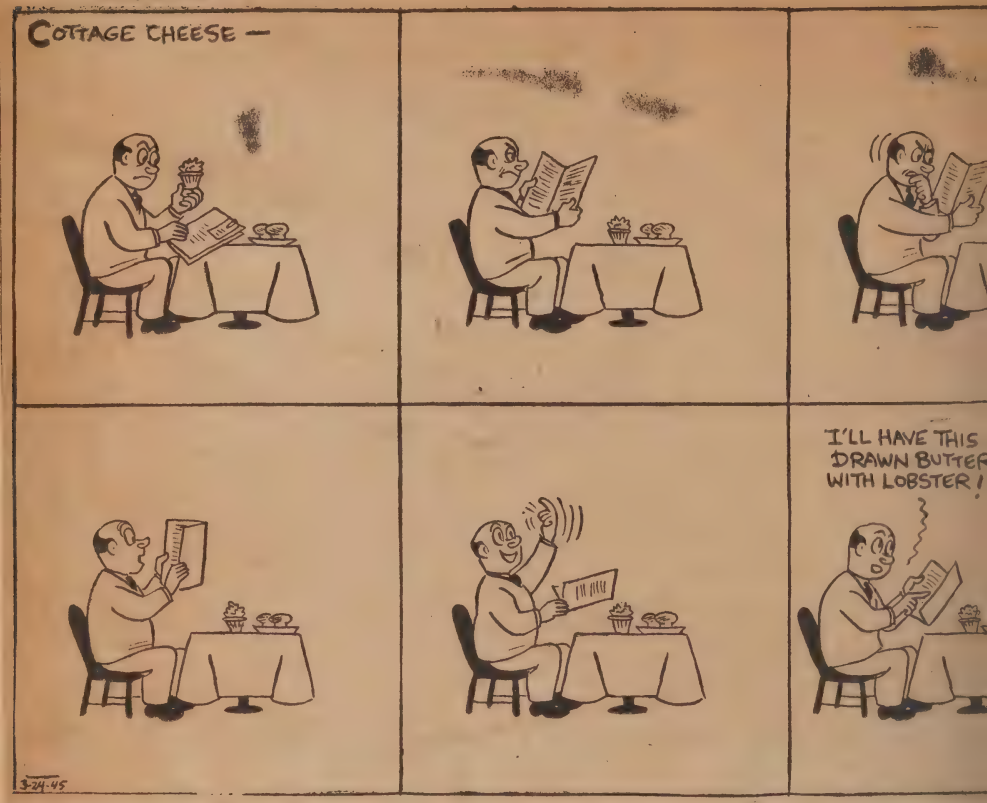
Your full support to the finish line or March 31st is solicited.

Yours very truly,

W. H. Moody

Supt. of Agencies.

THE SUBSTITUTE



CHARLES HAYDEN MEMORIAL

SOUTH END BOYS' CLUB

OPERATED BY THE SALVATION ARMY

1500 Washington Street, Boston 18, Mass.

Telephone KENmore 5260

W. DOUGLAS HALSTED
Managing Director

March 10, 1945

Hon. Jay R. Benton
Boston Mutual Life Insurance Co.
160 Congress Street
Boston, Mass.

My dear Mr. Benton:

Printed invitations are being mailed to you as well as to members of the Greater Boston Advisory Board of the Salvation Army, friends of the Salvation Army and the South End Boys' Club to attend Open House at the Club this coming Friday evening from 7 o'clock on.

The people who come on this evening are to be guests of the Club's Administrative Committee and for this reason we should have a perfect attendance of the Committee members at the Clubhouse. Your attendance means much to the Boys' Club since it is the celebration of its fifth year. Also, this is an exceptionally fine opportunity for us all to see just what is going on at the Club.

I know that we have all been extremely busy with important matters during the last five years, but I think we will all agree that on this occasion the South End Boys' Club rates A-1 priority for our attendance on this evening.

I am looking forward to seeing you on that night and do hope you will be able to bring Mrs. Benton and your friends. Let us make this a big occasion.

Sincerely yours,

Andrew S. Seiler

The Salvation Army

South End Boys' Club

(*Memorial to Charles Hayden*)

OPEN HOUSE

Friday Evening, March 16, 1945

7 to 9 o'clock

Sponsored by the

Greater Boston Advisory Board

(JOHN E. WILSON, President)

and the

Administrative Committee

(ANDREW S. SEILER, President)

◆ ◆ ◆

Colonel Richard F. Stretton

Provincial Commander

◆ ◆ ◆

Our honored guest:

J. Willard Hayden

(President, CHARLES HAYDEN FOUNDATION)

◆ ◆ ◆

W. Douglas Halsted, *Managing Director*

March 13, 1945

Mr. Andrew S. Seiler
President, Administrative Committee
South End Boys Club
1500 Washington Street
Boston, 18, Massachusetts

Dear Andrew:

I have your note in this morning's mail about the open house next Friday evening.

Mrs. Benton and I go over to New York on the ten o'clock that morning to see for the first time our first grandchild and also, I hope, to see our son, Bombardier David Benton, who, having completed his missions over Germany, is due back after being away since November 1943. If it were not for this important family event, I would be with you on Friday.

Sincerely yours,

Jay P. Benton

JRB:BCC



Program

From Seven to Nine O'Clock

◇

Boy escorts will serve as ushers to:—

The Game Room — in action.

The Exhibition of Arts and Crafts.

The Library — serving also as Workshop for making of scrapbooks, simple handcraft, stamp club meetings, etc.

The Woodworking Shop.

The Metal Shop.

The Art Classes and Exhibition.

◇

At eight o'clock, our guests will gather in the Balcony to witness boxing, fencing, basketball, and other games.

◇

Coffee will be served

Life Insurance Association of America

165 BROADWAY

NEW YORK 6, N.Y.

File
Received - Benton
MAR 6 1945
Attended to viz:

March 5, 1945.

Jay R. Benton, Esq., President,
Boston Mutual Life Insurance Company,
Boston, Massachusetts.

Dear Mr. Benton:

In accordance with your request over the telephone this morning, I have made a reservation for you at the Waldorf-Astoria beginning with the afternoon of March 16. A copy of my letter to the Waldorf-Astoria is enclosed.

Sincerely yours,

Robert B. Craw

Assistant Secretary.

RBC:gj
Enclosure.

LIFE INSURANCE ... OF AMERICA
The Association of Life Insurance Presidents

NUMBER 165 BROADWAY

New York

March 5, 1945.

Joseph L. Bowling, Esq., Office Manager,
The Waldorf-Astoria,
Park Avenue and 50th Street,
New York 22, New York.

Dear Mr. Bowling:

Confirming our telephone conversation this morning I understand that you will reserve a comfortable double room for Mr. and Mrs. Jay R. Benton of Boston beginning with the afternoon of Friday, March 16. Mr. and Mrs. Benton will arrive about 3 o'clock in the afternoon of that day and I hope that their accommodations will be available at that time. As I told you, they plan to stay until the afternoon of Sunday, March 18.

Please confirm this reservation direct with:

Jay R. Benton, Esq., President,
Boston Mutual Life Insurance Company,
Boston, Massachusetts.

Very truly yours,

Assistant Secretary.

RBC:gj

Copy to Jay R. Benton, Esq., President,
Boston Mutual Life Insurance Co.,
Boston, Mass.

NUMBER 165 BROADWAY

March 3, 1943.

Joseph L. Perkins, Esq., Office Manager,
The Talcott-Astoria,
Park Avenue and 50th Street,
New York 22, New York.

Dear Mr. Perkins:

Confirming our telephone conversation this morning I understand that you will reserve a comfortable double room for Mr. and Mrs. Jay R. Benton of Boston Lodging with the afternoon of Friday, March 12. Mr. and Mrs. Benton will arrive about 3 o'clock in the afternoon of that day and I hope that their accommodations will be available at that time. As I told you, they plan to stay until the afternoon of Sunday, March 15.

Please confirm this reservation direct

with:

Jay R. Benton, Esq., President,
Boston Mutual Life Insurance Company,
Boston, Massachusetts.

Very truly yours,

Assistant Secretary.

RHC:el

Copy to Jay R. Benton, Esq., President,
Boston Mutual Life Insurance Co.,
Boston, Mass.

CABLE ADDRESS: "WALDORF, NEW YORK" / ELDORADO 5-3000



The WALDORF-ASTORIA

PARK AND LEXINGTON AVENUES / 49TH AND 50TH STREETS / NEW YORK

PLEASE ADDRESS MAIL TO
NEW YORK CITY, N.Y.

March 6, 1945.

We are pleased to acknowledge your recent request for accommodations and have accordingly entered the following reservation: at request of Mr. R. B. Crane.

NAME: Mr. and Mrs. Jay R. Benton

ARRIVAL: March 16th, 1945. 3 PM

DEPARTURE: March 18th, 1945

ACCOMMODATIONS: Double room with bath

Because of the anticipated crowded condition of the hotel on the above date, we regret that we cannot promise to assign your accommodations immediately upon arrival. You may be assured, however, that we will make every effort to assign you as soon as possible after you register.

Sincerely yours,

THE WALDORF-ASTORIA

J. L. Bowling

Joseph L. Bowling
Office Manager

JLB/EFB
Sent to:
Mr. Jay R. Benton, President
Boston Mutual Life Ins. Co.
Boston, Mass.

cc: R. B. Crane

March 8, 1945

Mr. Robert B. Crane
Assistant Secretary
Life Insurance Association
of America
165 Broadway
New York 6, N. Y.

Dear Mr. Crane:

Thanks very much for securing reservations at the Waldorf-Astoria. Received your letter and copy; also confirmation from the hotel. Good work and prompt.

Sincerely yours,

JRB:BGC





































Mr. and Mrs. Jay R. Benton of 3 Pequossette road were in New York for the week-end, stopping at the Waldorf-Astoria.

Mercury Hits 76°; Hottest March 16

Typical summer weather favored New Yorkers again yesterday as they enjoyed the hottest March 16 in recorded history. The mercury established a record at 3:35 P. M. when it touched 74.6 degrees and then started to recede. Dropping to 72 at 5 P. M., the unpredictable quicksilver hesitated and started climbing again until it had reached a second high for the day of 76 degrees at 7:40 P. M.

Friday, March 16th 1945 X

Up fairly early and getting ready for our trip - breakfast left at 9. John drove Frances and me into the South Station stopping on the way at Harvard Square at Leopold Morse to pick up the dress shirt. Took the 10 o'clock - a good ride over. The Jal Locke's were in the train so joined up with them for conviviality and had lunch with them - Train arrived at the Grand Central on time and got a taxi right away to the Waldorf Astoria - and fortunately got our room right away - 14D - Unpacked - Room Service - X - Ed. Proctor came at 3,45 - First time we had seen him - In his car - down Town and through the Holland Tunnel to Jersey - to Arlington - to 114 Sealey Avenue - Reunion - Our first time with the new Baby - Leslie Frances Benton !!! Thrilling moments. Took a lot of flash Pictures. Stayed for dinner - a large salmon - A long visit into the evening and then Back to the City, this time by the way of the Lincoln Tunnel. Jollity in Peacock Alley Room with the Proctors an hour

Saturday, March 17, 1945

This was another warm day. Called up for room service breakfast but found it would not be up for 45 minutes - so we dressed later and went down to the Nova Grill

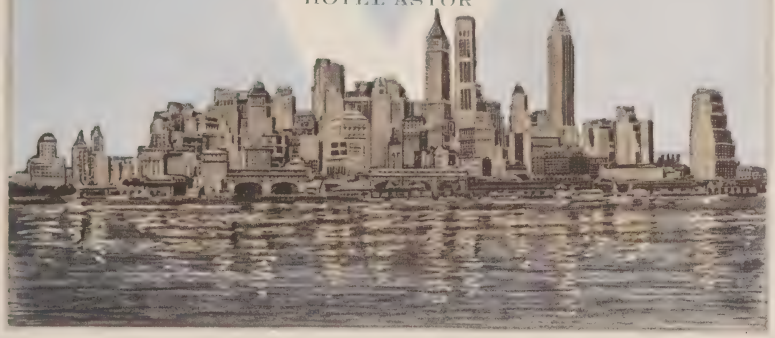
Orange juice - Scrambled eggs + Sausages - toast - Iced Coffee -

Later I walked down to the Ritz Carlton to call on the Kearneys - Nash is at Wendell's - and Frances went shopping - Back to our hotel - Ed. Proctor came at 12.15 - over to Jersey again via the Holland Tunnel - Hovering around the Baby again - Luncheon - A fine Roast Ham. More flash Pictures. Left at 4. Delayed Raining on the way Back - Big Truck had crashed over near the Hackensack Bridge - to the Lincoln Tunnel - Our Hotel - dressed - Tuxedo - Frances + I walked down to the Ritz. She went to the Lafayette to dinner with May Leary and her Brother Tom Hollins - I walked over to the Hotel Astor with Leo Leary - his guest at the Annual dinner of the Friendly Sons of St. Patrick - a tremendous occasion in every way + and strenuous - Back to the hotel and to Bed at 1.



161ST
ANNIVERSARY DINNER
OF
THE SOCIETY OF THE FRIENDLY SONS OF ST. PATRICK
IN THE CITY OF NEW YORK

MARCH 17TH 1945
HOTEL ASTOR



1784 1945

161ST ANNIVERSARY DINNER

OF

THE SOCIETY OF THE FRIENDLY SONS OF ST. PATRICK

IN THE CITY OF NEW YORK

MARCH 17, 1945

HOTEL ASTOR

SAINT PATRICK, in his era in Ireland fifteen centuries ago, established a radiant heritage of courage, resourcefulness, integrity and faith. The infusion of that heritage into our national character has done much to render us strong, to preserve our land as the great land of liberty and opportunity that it is. In the crucial days to come, we shall continue to look with time-tested confidence to you who hold that heritage, that divine inspiration, nearest to your hearts.

Lieutenant-General Alexander A. Vandergrift,
United States Marine Corps

Dais

RUFUS COLE VAN AKEN, *Trustee, The Holland Society*
GEORGE L. GENUNG, *President, Sons of The Revolution*
REGINALD T. TOWNSEND, *President, St. Nicholas Society*
ERROL KERR, *President, St. Andrew's Society*
BRIGADIER LORD LOVAT, D.S.O.
BRIG. GEN. GEORGE J. LAWRENCE, *First Brigade, 69th Regiment, N. Y. Guard*
EDWARD A. ARNOLD, *Former President of the Society*
REV. BROTHER THOMAS, F.S.C., *President, Manhattan College*
BASIL O'CONNOR, *Chairman, American Red Cross*
JOSEPH F. HIGGINS, *Former President of the Society*
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Former President of the Society
JOHN S. BURKE, *President, B. Altman & Company*
HIS EXCELLENCY MOST REVEREND FRANCIS J. SPELLMAN, D.D.
WILLIAM J. DEEGAN, *President of the Society*
JOSEPH C. GREW, *Under Secretary of State*
VERY REVEREND ROBERT I. GANNON, S.J., *President, Fordham University*
ROBERT F. WAGNER, *United States Senator*
JOHN P. O'BRIEN, *Former President of the Society*
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JAMES McGURRIN, *President, American Irish Historical Society*
LEROY W. CAMPBELL, *President, New England Society*
OWEN ROBERT JONES, *President, St. David's Society*
EDWARD L. BECK, *Director, The Canadian Society*

Menu

CANAPES SUEDOISE

GRAPEFRUIT AU MARASQUIN

PETITE MARMITE BOURGEOISE

Celery Olives Salted Nuts

DIAMOND BACK TERRAPIN A LA TRAVERS
French Melba Toast

AMONTILLADO
DUFF GORDON

BOILED SMOKED LOIN OF PORK IRISH STYLE
Smothered Green Kale
Boiled Potato

SAN JOSE RESEVADO
SAN JOSE GRAND VINO

BROILED BREAST OF CHICKEN FORESTIERI
Mushrooms Fines Herbes

ALMADEN, DRY

SALAD EMERALD ISLE

GLACE ERIN
Friandises

DEMI-TASSE

WHITE ROCK
BELINDA PERFECTO
LA CORONA OBSEQUIOS
CIGARETTES

Grace

HIS EXCELLENCY
THE MOST REVEREND FRANCIS J. SPELLMAN, D.D.

Toasts

The President of the United States
WILLIAM J. DEEGAN
PRESIDENT OF THE SOCIETY

The Star Spangled Banner
By the Friendly Sons Glee Club

The United States
HONORABLE JOSEPH C. GREW
UNDER SECRETARY OF STATE

The Day We Celebrate
JOHN S. BURKE
PRESIDENT, B. ALTMAN & CO.

VERY REVEREND ROBERT I. GANNON, S.J.
PRESIDENT, FORDHAM UNIVERSITY

Music

By the Glee Club

THE HAIL OF THE FRIENDLY SONS — *Clarke*

Herbert

By the Orchestra

MARITANA — *Wallace*

REMINISCENCES OF IRELAND — *Godfrey*

By the Glee Club

THE CRUISKEEN LAWN ..... *Arranged by Victor Herbert*

THE KERRY DANCE — *Molloy*

O'DONNELL ABOO ..... *Arranged by Victor Herbert*

By the Orchestra

OPERATIC GEMS — *Herbert*

RUDDIGORE — *Sullivan*

By the Glee Club

THE RANGER'S SONG — *Victor Herbert*

SWEETHEARTS — *Victor Herbert*

ON PARADE — *Victor Herbert*

By the Orchestra

IRISH AIRS AND DANCES — *Lancey*

IRISH PATROL — *Puerner*

By the Glee Club

WHEN JOHNNY COMES MARCHING HOME — *Arranged by George Mead*

STOUT-HEARTED MEN — *Romberg*

By the Orchestra

WOODLAND SKETCHES — *MacDowell*

LOVE'S OLD SWEET SONG — *Molloy*

SOLDIERS OF ERIN — *Herbert*

GLEE CLUB CONDUCTOR — GEORGE MEAD

ORCHESTRA CONDUCTOR — GEORGE A. BROWN

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JOHN A. COLEMAN ..... *First Vice-President*
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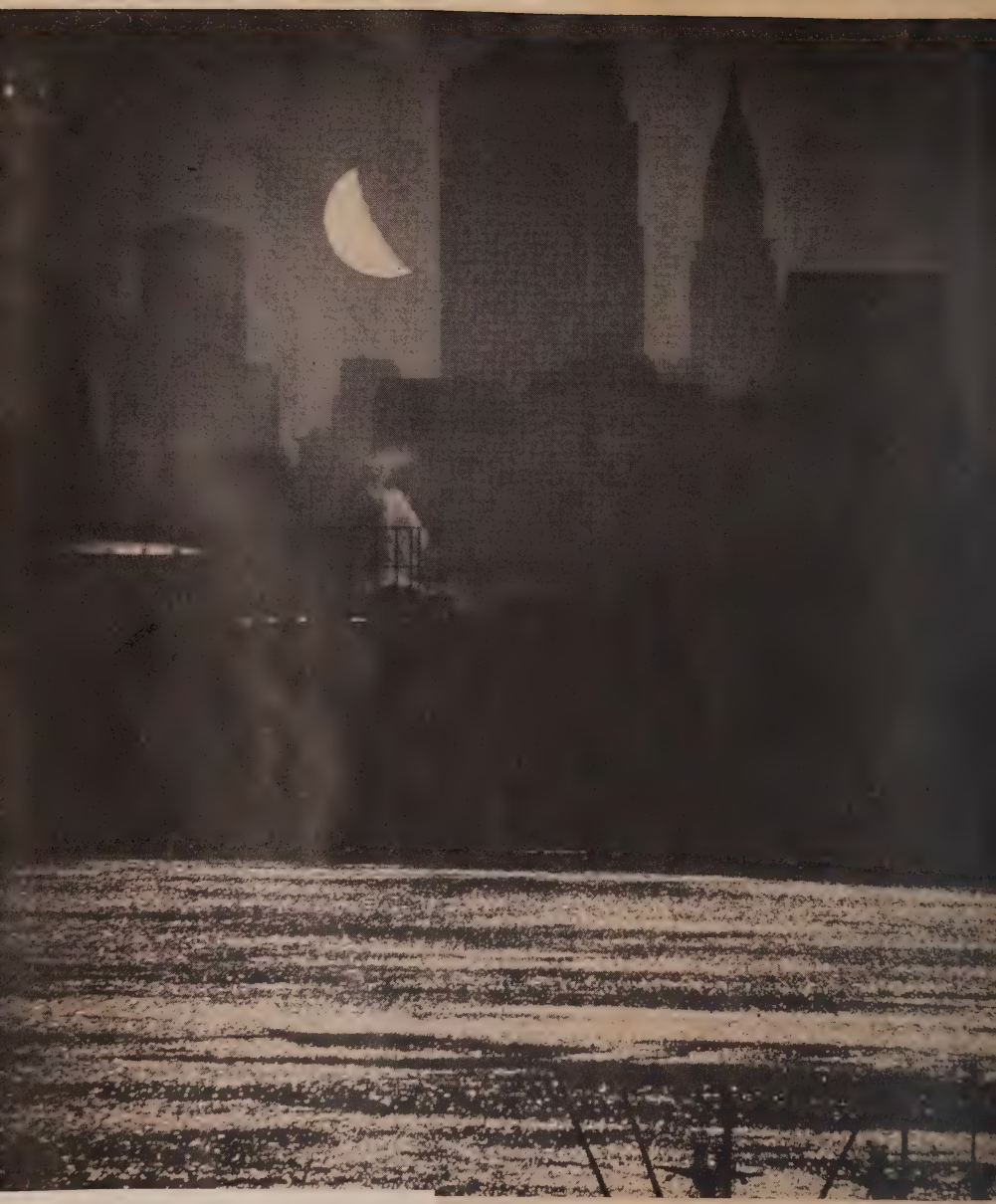
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MATTHEW T. MURRAY, JR.
ARTHUR J. MORRIS

The Hail of The Friendly Sons

Shall we who meet and part to-night
Remember not our sires ?
Shall we forget their age-long fight,
Their quenchless battle-fires?
They handed us the freedom-flame
That spreads from sea to sea.
They bade it burn in Irelands name.
Till land and race are free.
And we feel the thrill of their mighty hail,
It comes with the boom of the guns
A heart and a hand for our fair land,
The hail of the Friendly Sons.

WORDS BY THE LATE J I C CLARK
MUSIC BY THE LATE VICTOR HERBERT
FORMER PRESIDENTS OF THE SOCIETY



MANHATTAN MOON outlines the RCA (*center*) and Chrysler Buildings in a picture taken across Hudson

ton Traveler
URDAY, MARCH 17, 1945

Boston Traveler's Platform:

ilitation and employment for every serviceman.
uate auto access to the business district.
e of port facilities.
est railroad, rapid transit and air service.
axation for homes and business.
England unity at Washington.

ction!

f Boston is a maritime bird able to lay egg for the Commonwealth of Massachu- England. But, like all other wealth-pro-, it must have nourishment in order to live. eetings like that staged this week by the ation and the Chamber of Commerce call plight of this port, which is not now twar competition. But until all citizens arbor so heavily gifted by nature and so d by man become interested, instead of small roomful of community leaders, New st waterways source of prosperity will r growth.

nember that the Port of Boston is the assachusetts. It is also the gateway to r textile, paper, leather and other indus- employment depend upon it for low-cost ion. Raw materials must flow into this goods stream out, if we New Englanders ar demands which other ports, now bet- ager to fill.

ceptive bustle of Army and Navy traffic, ecaying before our eyes.

remedy close at hand. A bill has been a new, modern, stream-lined, powerful thority. It would have warrant to plan new shipping lines, reach out for new nd sea. Its operations would be financed ue of $15,000,000.

ealth has already invested $26,000,000 of the past. But past equipment has No going concern can be satisfied with It must spend more to get new busi-

challenge which our Legislature, rep- ople of Massachusetts, cannot afford

whether the bill should include every mmonwealth contains danger of dissi- s, arousing sectional rivalries and de- urposes.

Thirty per cent. of the population, manufacturing enterprises and retail trade of New England comes within the Boston metropolitan and industrial area. Growing business here means additional business for all of Massachusetts and all of New England. A flourishing Port of Boston means a more prosperous New England.

We have little time left now to transform this forward legislative proposal into community grab-bags.

We must act now, and quickly for the benefit of the whole region. Otherwise, we shall fail to meet the pressure of regional, national and international commerce.



PORT OF BOSTON BILL to be presented Monday before the Legislatu the Massachusetts Mayors' Club at the Parker House by, left to right, fr Jr., president, Massachusetts Selectmen's Association; Mayor Raymond vere; Mayor Alexander C. Murray of Fall River and Jarvis Hunt, forme Massachusetts Senate. Back, Nicholas E. Peterson, vice-president of th Bank of Boston; Lawrence B. Flint, club secretary and treasurer, and general manager of the Boston Port Authority.

Mayors Back Original Bill In Port Plan

Massachusetts mayors yesterday voted to concentrate on the development of the port of Boston, rather than to spread up to $15,000,000 in state loans over smaller seaports in the commonwealth. A proposed revision of the original bill, which concentrates state funds on Boston, would provide state aid for New Bedford, Fall River and other port cities.

The mayors' action, taken through the Mayors Club of Massachusetts at a meeting at the Parker House, voiced the sentiment for backing Boston as the center of Massachusetts industry, instead of dividing the state's resources in small loans to several smaller centers.

As it now stands, the bill provides an authority fully empowered to manage the port of Boston, including the right to acquire property by lease or otherwise and the right to issue bonds on state credit up to $15,000,000.

Under the proposed revision, it would also give other ports the right to have specified facilities placed under the jurisdiction of the port authority, if the latter so determined.

The bill will be taken up by the Legislature at 10:30 A. M. Monday.

"Massachusetts is sunk without the passage of the bill providing restoration and full development of the port of Boston," declared Nicholas E. Peterson, vice-president of the First National Bank of Boston and co-author of the Lane-Peterson port report.

Asserting that he doubted whether the vital nature of the port situation was fully understood, Peterson said the jobs of half the working people in the commonwealth were at stake in the port issue.

WOOL TRADE MENACED

"Cheap water transportation provides a cushion not only for Massachusetts, but for all of New England," he emphasized, pointing out that such transportation saved the people $1,250,000 annually. He also cited Massachusetts' dependence on the conversion of raw materials into finished products.

Quoting information received from Harold Bishop, wool authority, Peterson said Boston, as a wool center, was threatened with decline unless adequate port facilities could be provided without delay.

Andrew F. Lane of Newton, general chairman of the Boston Port Authority for five years and co-author of the Lane-Peterson report, who was also one of the speakers, emphasized the need for a central agency for complete management of the port, asserting that the program demanded a corporate body to keep pace with developments.

BOSTON SUNDAY HERALD.

SUNDAY, MARCH 18, 1945

Boston Must Hustle Or Be Left Behind

New York and Maine in Sea-Air Race; City's Physical Problems Need Action

By BILL CUNNINGHAM

If there's to be formal surrender, the European War may end any time, and if it's to break off into guerrilla resistance, it's end, as all-out endeavor, can't seem, certainly, to be further than the end of the summer. The Japanese War probably will still be going on, but this is the Atlantic seacoast. As a city, we face Europe. There'll be travel to Europe, business to Europe, shipping to Europe. The start may be slow, but that start will technically date from the time peace, or a reasonable facsimile of same, settles over the war-torn scenes, and liberates the tortured peoples.

Rush for Europe's Business

There's going to be an almighty rush for that European business. How the business, as business, can be re-established, is a very tricky subject in a category all its own. Business, as it was known, pre-war, in Europe may be shattered beyond all hope of even recognition. So many established properties have been seized by totalitarian powers, so many big business men killed or stripped of their holdings and banished as refugees, that there's a very great possibility that there's nobody and nothing left to do business with.

There'll be complicated problems as to who really owns what. Will individuals or governments own once valuable patents? Who'll have the authority to speak as true representatives of important properties? Will rights and properties be bound helplessly in litigation while former owners, or the heirs of former owners, sue those who claim the places by one right or another? Whose money will be any good? And so on through a list of probable trouble that can be stretched to almost any imaginable length.

But that's all something for business minds to ponder,

(Continued on Page Nineteen)

and they'll solve it all in time. Meanwhile who here will be ready to offer the necessary service of loading ships and landing planes, as the mighty problem clears, making needed jobs for its citizens thereby, and moving on eventually into an era of prosperity?

Well, Boston is one city that's begun to rub its eyes and to try to avoid going down in history as the modern municipal Rip Van Winkle. Its geographical position offers it a notable advantage. It seems to be a little late in awakening to its opportunity, but recently has organized and is, at least, going through the motions of living in tomorrow.

Self-Appointed Solomons

The problems of this unique city have been the literary footballs of a lot of self-appointed Solomons who merely wanted something to kick. They kicked and departed, leaving nothing constructive, and proving even less. Bostonians were already familiar with what their troubles are. They weren't proud of them. Nobody's trying to defend them. The old place went to sleep years ago, blissfully dreaming of a pristine grandeur. It snored softly through a transitional period in the rest of the nation, a sleep during which a lot of valuable property was stolen right out of its house, and it has only recently awakened to realize that it will have to stir its stumps unless it wants to become a mouldering museum.

Its problems are several, and they start with itself. Wasn't it Mark Twain who, speaking of a certain benighted locality, said "What that place needs most is about 50 high grade funerals and a first class fire?" Boston leadership evidently died about the time the sailing vessel became passe through steam. There was nobody to take over, to understand the railroad and properly to turn those coming from the great and newly-important West this way.

Let Them Escape Down Hudson River

Instead they let them escape down the Hudson River to New York with freight rates that made it cheaper for them to run their hauls right down to the docks in New York. That was the real crux of the Boston Port problem. It still is the crux and all the oratory from here to breakfast won't load ships in Boston until that is changed. There was no vision, nor leadership to grapple with the changing era. The reasons may have been many, and one of them may have been because the old Yankees were so rich and the new Irish were so poor. The old Clipper families had so much by that time they didn't care, and the immigrants, imported chiefly to slave in the mills, hadn't as yet had the chance to work their ways into a status of civil initiative.

Physical Form of Old Place

So for one thing there was lack of leadership at a period when Boston sorely needed vision and action to keep from standing still. Then there was, and is, the physical form of the ancient place, the narrow streets, the difficulties of getting around to shop or to do business, especially when the automobile changed the entire pattern of living.

Thus business on the water front dwindled away, and New York became the great port that Boston could have been. Then purely Boston business began to suffer with the years, as more and more people moved to the suburbs, and began to patronize stores and shops in the suburbs, because there they could park their cars, and because there, too, the little shopping centers had a chance to be laid out with intelligence.

Now comes the next era—the era of the plane, and tremendous maritime business, first to rebuild the shattered world and then to proceed in what is expected to prove a great era of world trade. At last, long last, the planners have gone to work. Powerful committees have been formed. Great luncheons have been held. But is the general community really awake and really ready to go? Or will this prove merely a stretch and a smile, a lazy turn-over and so back to sleep?

To Straighten Out Conditions

Part of the great over-all plan now proposed includes trying to straighten out conditions in Boston proper. A series of elevated highways, like those that let a motorist drive over rather than through New York or around, instead of through, Chicago is part of the proposed general plan. These will connect the arterial highways leading north, south and west, but they will likewise enable the shopper or the

suburbanite to wheel into town, and roll down a ramp reasonably close to the place he wants to visit instead of using the better part of an hour stopped by constant traffic lights or officers, and worming his way around unloading trucks and similar obstructions in narrow one-way streets.

In matters of what to do with his car—often a major problem, as matters stand now—the proposal is made to consider the installation of a big subterranean garage underneath Boston Common. This would be a major engineering feat, and it's possibilities would have to be surveyed, but such garages have been built. There's one underneath Union Square in San Francisco, and if what that underground parking space did for dilapidated, and starving Union Square in San Francisco, can be duplicated in downtown Boston, here is evidently one answer to prayer.

'Desecration' of Boston Common

The cry has been raised that this would "desecrate the Common." Whoever considers the subway tunnels to have "desecrated the Common"? What's the difference? The entrance to such a garage wouldn't be on the Common. The plan is to cut under from Charles street. The surface of the Common wouldn't be touched changed nor interfered with. The plan might cost too much money. A survey might show that the soil isn't the right kind, but throwing the proposal into the discard upon the grounds of "desecration" rings too much of the sleepwalking past. The United States Senators, incidentally, have such a garage in Washington. It's across the street from the Senate Office Building and you could never tell it was there from the green grass, the trees and the shrubbery that grow happily on top of it.

Those are samples of the improvements talked of for Boston proper. Those aren't all, but they are, perhaps, the most spectacular. But that's local. To bring major business to the town, to New England and to the nation, the plan then begins to think in terms of the sea and of the air. To take them in their chronological order, the problem of the antiquated East Boston —now called the Logan International—Airport comes first.

Considerable Program Already

There's already been considerable excitement over, and considerable progress recorded, in that general venture, and waiving all claims to modesty, most of this grew exactly out of this column. The problem had already been attacked, and the State Legislature had appropriated funds really to make this a State, rather than just a Boston project, but any chance the site had of attaining international significance was about to be murdered, with or with plot.

As the place stood, it was so pitiful that the Army couldn't raise anything but its smallest planes from it. In order to fly overseas, it had to go up to Presque Isle, Maine, and carve out of what amounted to the wilderness a field of sufficient length to get its water-hoppers into the clouds.

Commercially the local field was monopolized everywhere but northward by one major company that merely used it as a branch line from New York. Any Bostonian who wanted to go anywhere else was forced to take an aerial hitch-hike to New York and change, when Boston is a major city, or ought to be, and the main reason for using air travel is to save time.

Queerly Estrangulated Condition

In terms even of post-war planning, the local aviation situation promised to remain in that queerly estrangulated condition, because, even with the state money, the various

committees charged with making recommendations for "improvement" were about to settle for 5000 (or less)-foot runways. These would have kept it a country corn patch, and would automatically have handed the transoceanic take-offs and arrivals to New York, which may have been the principal idea in some of the minds of the brethren.

Well, we started in this column hammering that changed all that. The company that had the monopoly, generously released it, and what that means, domestically, you can read from the aviation ads now appearing in the newspapers. All the big companies will be operating from here in the future. Flights west, all the way to Los Angeles and San Francisco are scheduled to start within the matter of days.

The executives of all companies who expect to fly the Atlantic have said they see no reason why Boston shouldn't have the business. In the meanwhile the enlarged airport will have at least one 7000-foot runway, and probably more if more money is appropriated. Certainly the aviation picture is much better than it was, and Boston has real promise of a great aerial future because somebody had sufficient initiative to stand up and hit a lick.

An impressive luncheon was held around the subject recently. There's still much to be done because aerial transportation licenses are granted by a governmental commission, and the hearings are complicated things. But that applies now to the overseas business, so far as Boston is concerned. The domestic picture seems beautifully set.

Seaport of Boston Now Takes Turn

Now comes the Boston seaport, in the days of the Clipper ships, the star of them all, but prior to this war, mostly a mouldering memory. The physical problem here sounds somewhat like that of the airport. It's a matter of modernizing and enlarging the place sufficiently to accommodate expected post-war business and then of getting the business. That means getting the Legislature to appropriate enough money to make this a state, rather than merely a Boston project.

At present there are only 29 berths capable of handling modern ships carrying general cargo. Of these 16 are owned by the Federal Government and four more are under its control for an indefiinte period. That means only nine are immediately available for commercial use and most of these are obsolete. Modern ships, it appears, are about one-third larger than the pre-war models. Money's got to be spent, and fast, if the port is to be in a position to compete for post-war commercial shipping.

The new and should be potent Greater Boston Development Committee, of which Jay R. Benton, the major insurance executive, is chairman, has thrown its full weight behind this development, and a luncheon held last Thursday at the Statler, sponsored by 22 civic and industrial organizations that represent practically everything there is in the city, or even New England, was impressive and promising indeed. But words are not enough. There's got to be action, appropriation, building and then business. Somebody's eventually got to persuade shipping to turn this way through Albany. If rates have to be changed, somebody's got to lead that fight and lead it hard.

Need for Speed Must Be Recognized

Our community seems to have awakened and to have the vision at last. What it doesn't realize, perhaps, is the need of speed, because all the others are likewise awake, and some of them woke up first.

We can work on the physical problems of the City of Boston at will, and in our own time, because nobody's in competition with us there. But so far as transoceanic aviation goes, New York is definitely in the race for whatever business there is with her great Idlewild airport on Long Island. So is Baltimore, which seems to have been designated as headquarters for Pan-American overseas operation.

The State of Maine isn't to be brushed aside easily either. She has that great airport at Presque Isle, if she can get it away from the Army. It's already set up and has been functioning for months. What we're dreaming of here is merely routine up there. Some of the big midwestern cities, measuring along the Great Circle, figure themselves close enough to Europe to fly it straight-away, too. They don't figure they need either New York or Boston.

Maine in Fight for Sea Trade

Maine is likewise ready to put up a fight for the sea business. They have a splendid deep water port at Portland. How it's been developed during the war is a military secret, but it takes only the glance of a passer-by at what's in that harbor to realize that it's already in business in a very large way. I was in Maine's capital, Augusta, this past week and I discovered that the biggest piece of business there, is the proposed development of the Portland facilities to go after post-war shipping. They're considering the appropriation of state money, too, and their argument is Boston's gone one better. They claim Portland is actually the closest port to Europe, and they are correct.

Their problem is ours—the railroad haul, and the consequent rate differential, but they're already working on it.

It looks very much as if Boston has at last awakened from her long, dreamy sleep, but a lot of other people have the same ideas that characterize her awakening. Some had them sooner, and they're already at work. We need to hustle. Do your part where you can. We lost one great opportunity. This is the next—and the last.

LINCOLN TUNNEL, at the New York end of which (*above*) cars are streaking to Weehawken, N.J., handles a daily average of 34,000 autos. Crews stand by 24 hours a day to start stalled cars and prevent jams.

MAR. 18th 1945





PAPER GOES TO WAR—Belmont boys from St. Joseph's Club, CYO, and boys from the Belmont chapter of DeMolay are shown yesterday as they sent off Belmont's wastepaper collection at a freight siding of the Boston and Maine Railroad, Waverley square, Belmont.

Paper Drive Yields Nine Carloads

Town-wide Drive for Waste Paper On Sunday Nets 170 Tons. By Far Biggest Collection Yet

Answering the challenge for more scrap paper than ever yielded in town before, Belmont broke the record last Sunday when an estimated 170 tons, or nine carloads, were collected by an organization of 1,200 volunteer workers in the afternoon.

The string of cars left the Waverley freight yard early Monday and the waste paper they contained is now in the process of being made into vital war material.

At the stroke of twelve noon, a fleet of trucks donated by various business concerns and manned by adults as well as groups of Boy Scouts, began a tour of every street in town to collect the bundles of waste paper and magazines which householders earlier in the day had placed at the curb.

All afternoon, trucks pulled in at the freight yards, loaded to capacity with the paper. Here, members of Belmont Chapter, Order of DeMolay, and the Catholic Youth Organization, loaded the freight cars under expert supervision.

The original eight empty freight cars ordered were soon filled, and so heavy was the volume of paper that a ninth car which was on the siding, partially filled with freight was unloaded of its merchandise and then stacked with paper.

The representative handling the sale of the paper remarked: "This (Belmont) is the darndest town I

ELEVEN THOUSAND MORE GERMANS ARE PRISONERS OF WAR



These enemy soldiers were rounded up by our Seventh Army in the Kaiserslautern area

The New York Times (U. S. Signal Corps Radiotelephoto)





SPIRALING DOWN from the high Palisades, the New Jersey viaduct approach to Lincoln Tunnel portals (center) provides an expressway link between main cross-country and north-south arteries and the tunnel to Manhattan. Only such efficient and functional approach systems can assure the full public benefit of a tunnel or bridge, though they must be built at heavy additional costs. More than $63,000,000 has been spent by the Port

THE NEW JERSEY ENTRANCE of the Lincoln Tunnel, with its extensive use of stone, has beautified the hillside area. Its most unusual feature is the long spiral approach (background) descending the western flank of the Palisades

MAR. 18-45

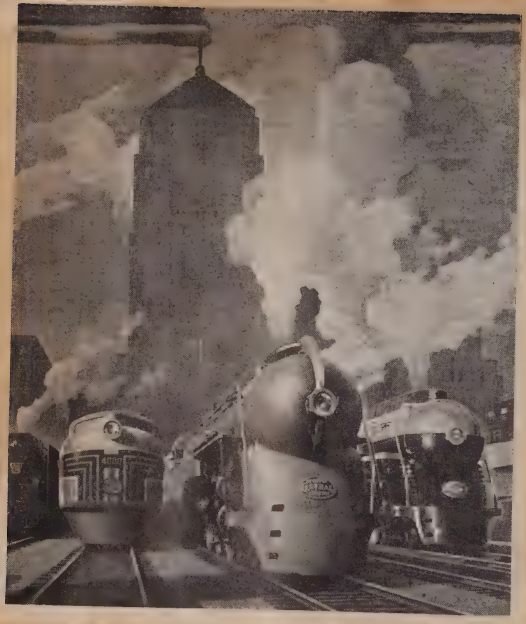
DAVID COMES HOME FROM ENG-LAND.

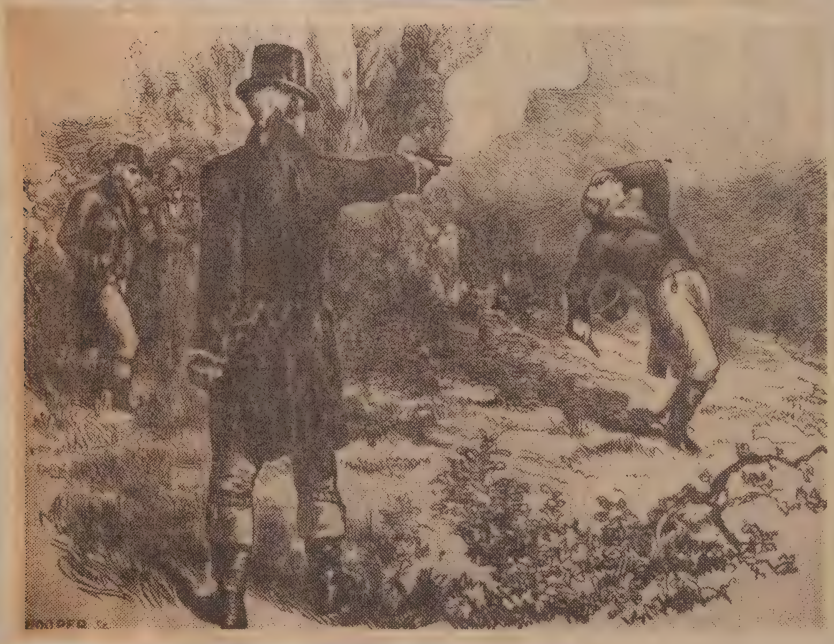
A Sunny Day... They're on Their Way Home





Battle-seasoned veterans of great Allied campaigns in Europe, these men are taking their ease in the sun on the decks of a Coast Guard-manned transport heading westward over the Atlantic. They're going home—most of them on leave and perhaps some to return to civilian life. *Coast Guard Photo*





A few minutes after 7 o'clock on the morning of July 11, 1804, Vice President Aaron Burr and Gen Alexander Hamilton stood 10 paces apart on the wooded heights of Weehawken, N. J.

Hamilton raised his long-barreled dueling pistol against the sun and then put it down.

"I beg your pardon for delaying you," he said, "but the direction of the light sometimes renders glasses necessary."

He then took out his spectacles and put them on.

A second cried the word "Present!" Burr fired at once and Hamilton pitched forward on his face, his pistol discharging in the air. Burr started toward him, a spasm of regret on his chiseled features, but his second hurried him away, covering his face with an umbrella. Hamilton was carried to the edge of the Hudson River and revived with spirits of hartshorn. He was then rowed across to New York in the bottom of a little boat. Burr's bullet had pierced his liver and lodged in his spine. After 31 hours of agonizing pain he died.

Sunday, March 18th 1945

Woke up feeling quite seedy - but it and walked down to the Mid Town Bus Terminal - on the 42nd St - took the Upper Montclair Bus at a little before 10. Reached Arlington in a little over a half hour - Ed. Proctor was waiting at the Bus Stop. So to 114 Seeley Avenue. Another hour with "Spike" Another flash picture. left at 11. Ed. drove me - a stop on the way at Weehawken Heights to see the spot where in a duel Alexander Hamilton was killed by Aaron Burr - Then we took the Lincoln Tunnel again + to 21 East 87th St to the Rahn's Penthouse - Reunion - Frances + I stayed for lunch Mushroom Soup. Club Sandwiches. We left at 2.05 - Taxi to the Waldorf. Finished Packing. Checked out. Taxi to the Grand Central + On the 3 o'clock - Judge + Mary Leary were already aboard - We had seats together: The Train was on time - John was waiting for us with the car. So home. Unpacked the suitcase - Frances made an Omelette with chives.

NEW HEAT MARK FOR MARCH 18

Mercury at 68 Highest in 10 Years

Yesterday was the hottest March 18 in 10 years. The highest temperature for the day was 68 degrees, which has not been recorded on that date since 1934.

Firemen throughout the State stood ready to testify last night that the day had been hot and dry. Brush and grass fires were extremely numerous.

Spring Is on Its Way!

Although Spring does not officially arrive until 7:38 p. m. tomorrow, signs are not wanting that it is on its way. Wild geese have been seen winging northward over the Charles and people are beginning to complain of that tired feeling.

However, there is no telling what will happen between now and March 20. Who knows but that we'll be slithering around in snow and ice, instead of revelling in sunshine and balmy breezes.

That Spring is approaching according to plan must be obvious to everybody. Despite the fact that they remained in town all Winter, braving snowstorm after snowstorm, instead of going south, the starlings and the sparrows are already chirping gaily.

Monday, March 19th 1945

Retired and for breakfast - Orange juice - Wheat germ. Poached egg on minced ham and toast - Iced coffee. To the quarters with Francis. Subway - office. The pile of accumulated mail. Out at 10 with Everett Lane. To the Chamber of Commerce for tea. To the State House. Attended the hearing on the Port bill - Held by the Committee on State Administration in the Gardner Auditorium & Spoke. Adjournment at 1. To Steuben's - Corned Beef - String Beans. Cornfritter - Roll - Iced Coffee. Orange. To Jordans. Got Prints and left 2 films - To the office. To the State House again at 3. Another session there at 4.20. Back to the office. Left at 5 - to the Parker House. Reception by Frank Hatch for the Bowles Bros. of Minneapolis held in the Downtown Club on the 14th Floor & to Park St. Car all the way home. Iced Coffee. Rested Dinner at 6.30. Jellied Consomme - Roast Lamb. Stuffing. Roast Potato. Cauliflower Hollandaise - Salad. Rolls. Butter - Baked Apple - Milk - Upstairs at 7.15.

STATE HOUSE, BOSTON,

The Committee on State Administration will give a hearing on
(Sen.) ~~(House)~~ No. 216 petition of Jay R. Benton

General Chairman, Executive Committee of the Greater Boston Development Committee that the Boston Port Authority be abolished and a Port of Boston Authority be established and that its powers and duties be defined. ALSO H. 684 that the Boston Port Authority be abolished and relative to the establishment of a Port of Boston Authority and for defining its powers and duties

in Room No. 423 , State House, on Mar 19
at 10.30 A.M.
Rep. W.H.Sears,Jr.
Clerk.

Form 1.

STATE HOUSE, BOSTON,

The Committee on State Administration will give a hearing on
~~(Sen.)~~ (House) No. 684 petition of Jay R. Benton

THAT THE BOSTON PORT AUTHORITY BE ABOLISHED AND RELATIVE TO THE ESTABLISHMENT OF A PORT OF BOSTON AUTHORITY AND FOR DEFINING ITS POWERS AND DUTIES

in Room No. 423 , State House, on Mar 19
at 10.30 A.M.
Rep. W H Sears
Clerk.

Form 1.

THE DUEL BETWEEN ALEXANDER HAMILTON AND AARON BURR—Hamilton (left photo) died in his prime, at the age of 47. He left seven children, $55,000 in debts, and an ever-growing fame. Burr lingered on until he was 80, turning into the toothless, spindle-shanked, forgotten old codger shown at right.

(Culver Service)





DAILY LIST

OF

Legislative Committee Hearings

Monday, March 19, 1945

The DAILY LIST is corrected to 10 A.M., and is available at 3 P.M., on each legislative day previous to the date of committee hearings. Copies may be obtained at the House Post Office, Senate Chamber and Room 428.

Because of the present wartime necessity to expedite legislative business, the time allowed for arguments may be limited at all committee hearings. It is therefore urged that *oral arguments be concisely stated*, and that detailed or supplementary facts be submitted in writing. All information submitted will receive careful consideration.

The co-operation of all interested parties in furthering this method will be most helpful.

GODFREY G. TORREY, *Editor*,
ROOM 355.

STATE ADMINISTRATION

Room 423 at 10.30

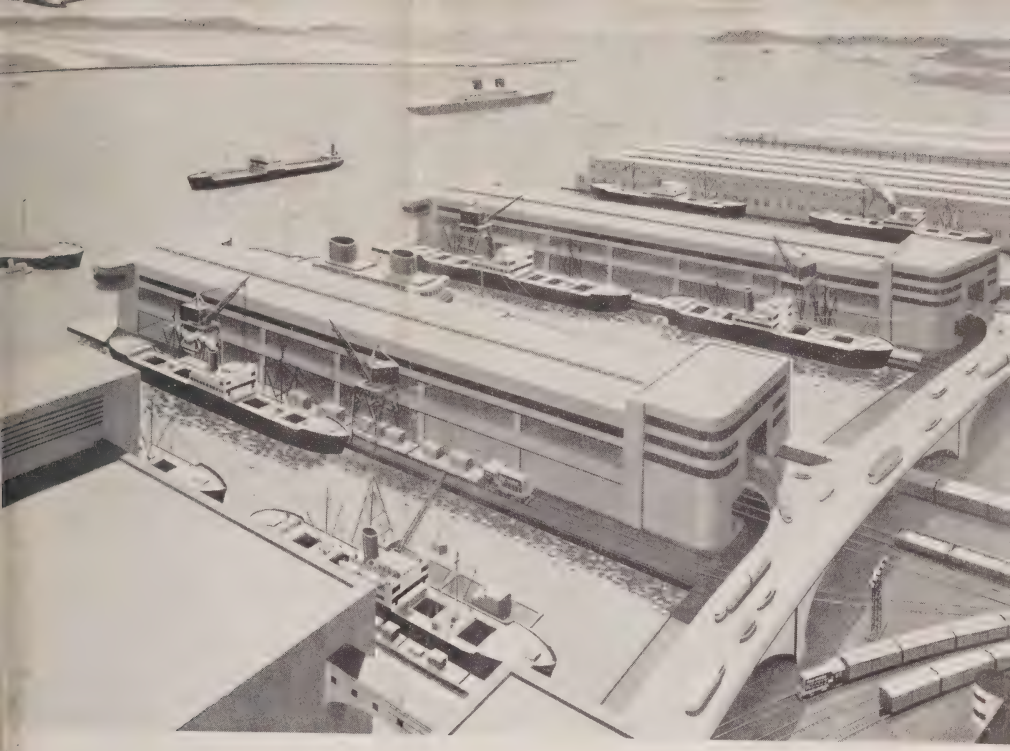
S. 1. Governor's Address. So much as relates to the creation of an authority to have powers consistent with its responsibility for the full development of Boston Harbor. (Page 17.)

S. 39. Petition of John F. Fitzgerald for legislation to grant to the Boston Port Authority entire control and management of the port of Boston.

S. 216. Petition of Jay R. Benton, General Chairman, Executive Committee of the Greater Boston Development Committee, that the Boston Port Authority be abolished and a Port of Boston Authority be established, and that its powers and duties be defined.

H. 684. Petition of Jay R. Benton (general chairman, executive committee, Greater Boston Development Committee) that the Boston Port Authority be abolished and relative to the establishment of a Port of Boston Authority and for defining its powers and duties.

Doc. No.	Subject	Hearing
S. 216.	Petition of Jay R. Benton, General Chairman, Executive Committee of the Greater Boston Development Committee, that the Boston Port Authority be abolished and a Port of Boston Authority be established, and that its powers and duties be defined.	Mar. 19
H. 684.	Petition of Jay R. Benton (general chairman, executive committee, Greater Boston Development Committee) that the Boston Port Authority be abolished and relative to the establishment of a Port of Boston Authority and for defining its powers and duties.	Mar. 19



THE PEACETIME MERCHANT FLEETS SAIL AGAIN, BOSTON *MUST* BE
Y TO TAKE ITS PLACE AMONG THE GREAT MODERN PORTS OF THE WORLD.

GATEWAY TO MASSACHUSETTS" ★

The Port of Boston

A pressing post-war development facing the people of Massachusetts

by THE MASSACHUSETTS COMMITTEE FOR PORT DEVELOPMENT
and the GREATER BOSTON DEVELOPMENT COMMITTEE

THE PORT AUTHORITY BILL, based on the Lane-Peterson Plan, now before the General Court is the first step to insure that Massachusetts shall retain the industrial expansion it has won during the war, and that it shall be ready to share in the increased commerce and business of the post-war period.

The Port of Boston is of utmost importance to every business enterprise and every wage earner in this Commonwealth. Expenditures called for in the Port Authority Bill are an investment which will pay dividends in creating new jobs as well as protecting existing ones, at a time when they will be needed most.

This Bill, which points the way to the reconstruction of the Port facilities, demands prompt favorable action. Otherwise the entire business community of Massachusetts, and all New England as well, may suffer irreparable harm.

Without an adequate Port, Massachusetts enterprise will be forced to use other ports and other more costly means of transportation for the shipment of raw materials and finished products. In so doing, the resulting benefits, which belong at home, will go to other sections of the country.

It is up to Massachusetts to keep what rightfully belongs to it, and regain to the fullest possible extent all that greatness it has known in the past as the workshop of the nation.

It is our great responsibility to bring to light the seriousness of the situation and the greatness of the opportunity at hand. This is a real emergency. It calls for united action by all citizens of the Commonwealth.

RALPH E. FLANDERS, *Chairman*
Massachusetts Committee for Port Development

March 6, 1945

GATEWAY TO MASSACHUSETTS"

The Port of Boston

IE GREATEST NATURAL POST-WAR PROJECT before Massachusetts is the restora-
ion and full development of the Port of Boston, which is the gateway to
achusetts and to all New England.

But unless steps are taken at once to provide additional modern facilities at the
of Boston, Massachusetts—and in fact all New England—will be under a
s disadvantage when the "go ahead" signal is given.

Status of Port Facilities

here are now only 29 berths at the Port capable of handling modern ships
ng general cargo, as compared with 35 before the war. Of the present number,
er, 20 berths are for an indefinite period under the control of the Federal Gov-
nt and 16 of these are owned by the Federal Government. Consequently, at
r's end there would be only 9 berths immediately available for commercial
d some of these are obsolete and need to be replaced by facilities that can
modern ships, which are about one third larger than the pre-war models.
ort would not be able to handle, even allowing for all the piers now operated
Federal Government, the comparatively low volume of pre-war business.
there be a marked increase in trade in the post-war period as is expected, if
iate steps are not taken, Massachusetts will have lost an opportunity that
tally handicap this region for decades to come.

rthermore, the Port has suffered by the lack of any strong authoritative
organization to manage its affairs on a businesslike basis, as is true of all
sive ports.

other words, the Port of Boston with its insufficient and antiquated facilities
ospective bottleneck to Massachusetts post-war shipping and trade, and

FACILITIES AT THE PORT OF BOSTON

Name and Pier No.	Depth of Water (feet)	Use	Berthing Space in Lineal Feet Pre-War	1944	No. of Ships Berth at One Time at Pi Pre-War	194
East Boston						
Boston & Albany 4	35	F*	1550	No change	2	2
" 3	35	F*	1384	No change	2	2
" 2	35	F*	1270	No change	2	1
Mystic						
Boston & Maine 50	35	D*	425	No change	1	0
" 49	35	D*	360	No change	1	1
" 48	35	F*	550	No change	1	1
" 47	35	D*	640	No change	1	1
" 46	35	F*	900	No change	2	1
Hoosac						
Boston & Maine 44	35	F*	630	0—Demolished	1	0
" 43	35	F*D	500	0—Demolished	1	0
" 42	35	D*	470	0—Demolished	1	0
" 41	35	F*D	500	0—Demolished	1	0
" 40	35	F*D	310	0—Demolished	1	0
South Boston						
New Haven 1	30	F*	990	0—Not adequate	1	0
" 2	30	D*	1870	0—Not adequate	2	0
" 4	30	F*	2290	0—Not adequate	2	0
Commonwealth 5	40	F*D	2800	No change	4	4
Army Base	30–35	F*D	5476	No change	9	9
Castle Island	30–35		Not constructed	4000	Not constructed	7
TOTALS			22,915	19,355	35	29

Based on the above tabulation, the number of lineal feet available at adequate piers i 1944 was 3,560 less than in pre-war, while there are 6 fewer berths available. But of th 29 berths, 20 are now under the control or lease of the Federal Government. This leav only 9 berths available for commercial purposes when the war ends.

Note: *Under "Use" F* denotes foreign commerce; D*, domestic commerce; and F*D, foreig and domestic commerce.*



See tabulation on opposite page for designation of pier numbers

the bottleneck must be broken. If Boston's Port goes into decay, the City of B goes into decay. If Boston goes into decay, Massachusetts and New England the toboggan.

Suggested Remedy — Act Relative to the Development of the Port of Boston, S.216, H.684

These bills provide for a minimum number of modern piers to meet the gency situation and for a reorganized Port Authority, under the jurisdiction Commonwealth, that has adequate powers to operate, construct, lease and coor all interests into a strong organization capable of rendering prompt and ef service in competition with all other ports. In order to provide funds for the pu of property and for the construction thereon of suitable piers, deemed nec for the post-war development of the Port, the bills provide that the Legis shall appropriate $15,000,000 by the issuance of bonds.

Why the Commonwealth Should Support Additional Facilities for the Port of Boston

The Commonwealth should be vitally interested in the Port of Boston b it is the gateway to Massachusetts commerce, and as such provides cheap portation for its principal industries. The conversion of raw materials into fi manufactured goods constitutes the mainspring of industrial activity in Mass setts and provides jobs for the vast majority of our people. Practically all of ou materials and fuel, and the bulk of our food, must be imported from other regi the country and from all parts of the world. Hence, transportation plays a vital role in our economy. Most of the major industries in Massachusetts established here because of cheap water transportation, and their survival is de ent upon adequate modern port facilities which would attract ships plyi trade routes of the world.

Furthermore, the Commonwealth has already invested nearly $26,000, the development of the Port, and should be concerned about protecting this i ment to such an extent that it may eventually pay its own way.

The proposal of having the Commonwealth finance its principal Port is in ing with the times. Many of the progressive ports of the country are financed ublic funds because of the value of the port facilities to the area as a whole.

Benefits to Massachusetts from the Port of Boston

As has been indicated, most of our basic industries are dependent upon cheap portation provided by the Port of Boston in order to maintain their competi- osition. Not only Boston, but all sections of the Commonwealth benefit from oston Port facilities. In the case of foreign trade, ocean rates are generally the for Boston and New York, for instance. The advantage to any center in achusetts of shipments via Port of Boston therefore lies in the savings on t rates and in the time saved in the transit to and from the seaboard, as com- with longer distances via New York and other ports. There are also sub- al savings by water transportation as against overland shipment.

hipment by water is of particular advantage in the case of bulk materials, in low freight rates are such an important factor.

he following tabulation shows a list of selected industries, together with the r of people employed and total salaries and wages paid, that are substan- benefited by cheap water transportation provided by the Port of Boston.

MASSACHUSETTS

	Persons Employed	*Salaries and Wages*
anufactures		
r and related lines	48,100	$51,400,000
and Leather Goods	58,500	57,300,000
	10,600	15,000,000
Pulp	39,000	36,000,000
Products	18,300	24,700,000
Confectionery	15,400	19,400,000
Glycerine	6,837	7,173,000
m Refining	2,097	2,200,000
ls	813	1,000,000
	843	1,447,000
	200,490	$215,620,000

SOURCE: Census of Manufacturers, 1939

The foregoing industries employed in the pre-war period of 1939 mor 200,000 workers and paid in wages and salaries approximately $215,000,000 represented about one third of the workers employed by all factories in the monwealth.

During the war period these industries are forced to forego the advant cheap water transportation via the Port of Boston, but they are able to the extra costs because of the prevailing artificial boom. After the war, ho when keen competition is reestablished, with consequent narrow profit m many of these industries will be seriously affected, with possible heavy ployment, unless adequate and cheap transportation facilities and servic provided at the Port of Boston.

Savings in Transportation Costs to Massachusetts by the Port of Boston Facilities

In order to determine the savings in transportation costs on goods ship Massachusetts centers via Port of Boston, as compared with other means of portation, a careful check was made with shippers and traffic departments key cities and towns of the Commonwealth, as well as with various trade a tions and public agencies. The following data represent conservative estim some of the concrete savings on transportation costs to selected industries:

ESTIMATED ANNUAL TRANSPORTATION SAVINGS OF SELECTED COMMOD

Canned Goods	$
Coal	6,
Cocoa	
Coffee and Tea	
Cotton	
Hides	
Lumber	1,
Palm and Cocoanut Oil	
Petroleum Products	8,
Sugar	1,
Wood Pulp	
Wool	
Total	$20,

The above estimates represent but partial savings in transportation costs de possible by the Port of Boston. A substantial amount of these savings may ppear if immediate steps are not taken to reconstruct and modernize the Port Boston facilities for the handling of general cargo. On the other hand, full devel- nent of the natural resources of the Port along modern lines would break the ous circle that is jeopardizing our industries and commerce. Under capable man- nent, adequate and modern facilities would lead to regular dependable shipping dules and forwarding facilities. With favorable conditions, local capital would ncouraged to invest in shipping lines with Boston as their terminal, thus insur- the Port continuous services. Equipped with a streamlined set-up, the Port of on would be in a position to solicit and obtain its share of the substantial cargo moves between Canada and the West to New York for shipment abroad, since reight rates between these points and Boston are lower or on the same basis as e applying to and from New York.

In other words, the modernization program would not only enable the Port to le a much larger share of the Massachusetts trade that goes elsewhere because dequate facilities, but it also would make possible the extension of the Port's es to the interior of the country and Canada.

Furthermore, the establishment of sufficient shipping facilities would naturally len our horizon and stimulate world-wide business interests that in turn would to an expansion of markets abroad. Massachusetts as well as New England l benefit directly by modern port facilities at Boston.

Massachusetts Agriculture Benefits From Boston Port

The welfare of Massachusetts agriculture also revolves around the Port of n. The markets for Massachusetts farm products are largely confined to y populated urban areas, particularly Metropolitan Boston where nearly lf of the people of the State reside. Furthermore, the Port facilities save the s of this region substantial sums on the cheap transportation of imported ers, phosphates and other agricultural and horticultural supplies. The con- ion of these favorable conditions is greatly fortified by the restoration and nization of the facilities at the Port of Boston.

Facilities of Port of Boston Broaden Markets for Massachusetts Products

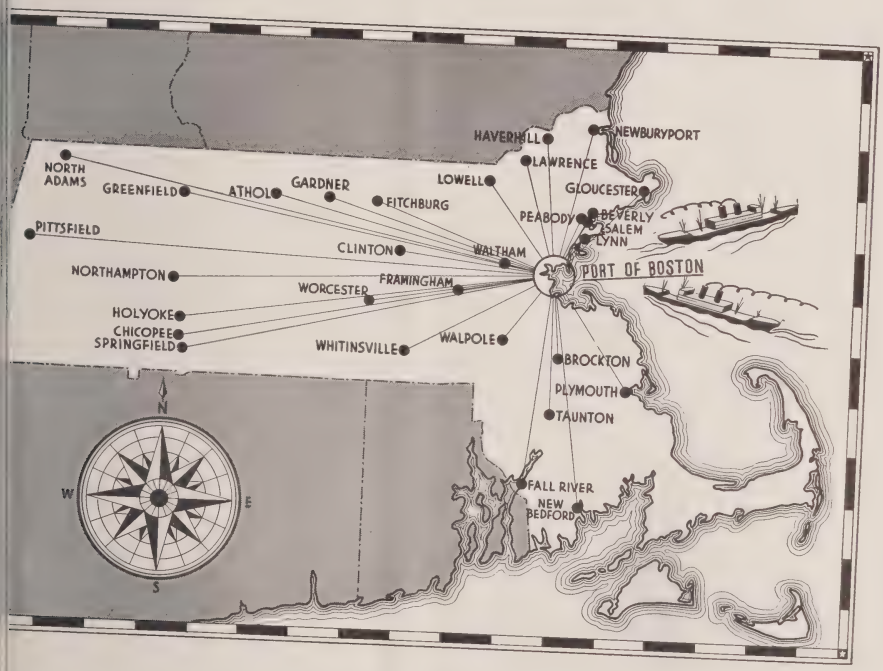
Interior sections of New England benefit in the use of the Boston Port t extent of savings in freight rates and in the time saved in the transit of goods t seaboard, as compared with the longer distances to other ports. In the k competitive era that lies ahead, the economy provided by lower transport will be an important element in the prosperity of many lines of business. It particular value to the movement of bulk materials, such as fuel and raw terials for manufacture, in which low freight rates are more important than movement. With the maintenance of domestic lines which ferry goods at a rec rate to points all along the Atlantic, Gulf and the Pacific Coasts, New Engl freight is moved by water transportation at low rates to the desired market addition, direct foreign service from the Port of Boston aids in the marketi Massachusetts products throughout the world.

Port of Boston Facilities Wealth-Producing and Job-Creating

The appropriation requested for Port facilities is not money which is spent without return. The returns are not intangible, even in the sense tha such necessary expenditures as those for schools, water and sewer systems. good management, the proposed expenditures will be practically self-suppor as is true in a more or less degree, for the port authorities all up and dow Atlantic and along the Gulf and Pacific Coasts. Only by small margins have of these ports failed to make their expenditures self-liquidating, and in some the failure was due to including in the projects the operations and structures did not properly belong there. The citizens of Massachusetts may feel as that the development of the Port under a capable, non-political Authority cost the State in the end almost nothing and will return dividends in large creased employment, not merely in the construction of the Port but in its tinued operation and in stimulation to general business. The people of M chusetts can also be assured that its beneficial effects will extend far beyon Metropolitan district and will continue to contribute to the business heal the entire New England region and particularly to Massachusetts.

Call for Action

The proposed legislation for a reorganized Port Authority and the construction ew piers calls for action now. Unless we are ready at the war's end, the new chant ships which will carry the world trade will have been allocated elsewhere, the chance for Boston and Massachusetts will have gone. The welfare of labor industry, as well as of all the people of Massachusetts, is at stake in the decision will be made by the present Legislature.



Summary of the Terms of the Bill Creating the

PORT OF BOSTON AUTHORITY

It creates a Port of Boston Authority, a State agency which shall be in administrative charge of the Port of Boston.

The Authority shall serve under supervision of the Governor and Council. It incorporates the powers of the Division of Waterways of the Department of Public Works insofar as they relate to the Port of Boston and in addition grants new powers to the Port of Boston Authority.

The Authority shall consist of 5 members to serve 5 years. The Governor shall designate one member as chairman.

Powers of the Port Authority

The Commissioners shall be empowered to appoint and remove the Director and establish his salary.

Establish an office in Boston and employ experts and assistants as deemed necessary.

Investigate any and all matters relating to the Port of Boston.

May solicit business and advertise the Port.

Initiate or participate in any rate proceedings or any hearings or investigations concerning the Port of Boston.

Report to the Governor and Council annually in December or oftener if the Authority deems it necessary.

With approval of Governor and Counc acquire property by purchase or otherwis eminent domain.

Lay out and build piers with building

Equip port property with fireproof tracks, cranes and other machinery and modations for the convenient, economic speedy loading and discharge of freight.

Operate lighters and other vessels.

Make reasonable rules and regulatio charge reasonable rates.

With approval of Governor and Cou may enter into agreements with the States for purchase, lease or operation facilities owned by the Federal Governme pursuant thereto, operate, manage, o same.

Facilities in its charge can be leased more than 20 years except for industri poses.

The Authority may proceed at law equity to enforce provisions of any lea tract instrument.

The Supreme Judicial Court shall hav diction in equity upon any information the Attorney General of any violation.

Income from leases, rentals, wharfag age rates, use of cranes and lightera

be collected by the Authority and paid State Treasury to the credit of the Port ston Fund.

e Authority may expend the Port of n Fund for purposes of operating, main- g, repairing, preserving property under its l, and also such sums as the Legislature priates annually.

Method of Financing

State Treasurer upon request of the Authority of Boston shall issue and sell blic or private sale bonds of Common- wealth to an amount to be specified by the Authority from time to time, but not exceeding $15,000,000.

All bonds issued shall be on serial payment plan for such maximum term of years as the Governor may recommend pursuant to Section 3 of Article LXII of the Amendments to the Constitution of the Commonwealth.

Said bonds shall bear interest semi-annually at such rate as the State Treasurer, with the approval of the Governor, shall fix.

This Act shall take effect on passage.

Please note:

AFTER CONSULTATION with various groups throughout the Commonwealth, the Massachusetts Committee for Port Development believes that the above bill should be changed to include any port within the Commonwealth which desires to come under the jurisdiction of the Port Authority and which can show economic justification.

It is planning, therefore, to amend the foregoing bill and to create instead a Massachusetts Port Authority, but the other essential elements of the bill will be unchanged.

MASSACHUSETTS COMMITTEE FOR PORT DEVELOPMENT

Chairman: RALPH E. FLANDERS, *President*, Federal Reserve Bank of Boston

Vice Chairmen:

Hon. JAY R. BENTON, Belmont
JUDGE LOUIS S. COX, Lawrence
Hon. JOSEPH B. ELY, Westfield
WILLIAM K. JACKSON, Newton

ASSOCIATION REPRESENTATION

ROY F. WILLIAMS, *Executive Vice President*, Associated Industries of Massachusetts
HARRY A. TILTON, *President*, Boston Wool Trade Association
DANIEL J. DONOVAN, *Vice President*, International Longshoremen's Association
HENRY J. NICHOLS, *President*, Massachusetts Bankers Association
JOHN F. TINSLEY, *Chairman*, Massachusetts Committee for Economic Development
JOSEPH H. DECATUR, *President*, Massachusetts Farm Bureau Federation
DANIEL TYLER, JR., *President*, Massachusetts Selectmen's Association
WILLIAM J. DOYLE, *President*, Massachusetts State Federation of Labor
MRS. EDWIN TROLAND, *President*, Massachusetts State Federation of Women's Clubs
EDWARD H. COOLEY, *Exec. Vice President*, Massachusetts Fisheries Association
HARVEY G. TURNER, *Master*, Massachusetts State Grange
JOSEPH A. SALERNO, *President*, Massachusetts State Industrial Union Council, C.I.O.
ALEXANDER C. MURRAY, *President*, Mayors' Club of Massachusetts
ROLAND M. BAKER, JR., *Secretary*, New England Cotton Buyers Association
RICHARD L. BOWDITCH, *Vice Chairman*, Massachusetts Section, New England Council
A. A. RAPHAEL, *Traffic Mgr. and Sec.*, New England Paper & Pulp Traffic Ass
MAXWELL FIELD, *Exec. Vice Pres. and Sec.*, New England Shoe & Leather Ass'n.
CHARLES J. BATEMAN, Jr., *President*, Savings Banks Association of Massachusetts
ALLAN J. WILSON, *Proprietor*, A. Towle Company

CHAIRMEN OF LOCAL COMMITTEES

thol:	Arthur H. Starrett, *Vice President*, The L. S. Starrett Company
everly:	Leslie Morgan, Morgan Real Estate
ockton:	Harold C. Keith, *President*, Geo. E. Keith Company
icopee:	James E. Marshall, *Assistant Treasurer*, Chicopee Savings Bank
inton:	G. C. Coulter, *Manager*, Clinton Item
ll River:	John S. Brayton, *President*, B. M. C. Durfee Trust Company
chburg:	Frank W. Lyman, *President and Treasurer*, Fitchburg Yarn Company
mingham:	Eldon C. Shoup, *Regional Director*, OPA
rdner:	Richard N. Greenwood, *President*, Heywood-Wakefield Company
ucester:	T. J. Carroll, *President*, Gorton-Pew Fisheries
enfield:	Nathan Tufts, *Vice Pres. and General Mgr.*, New England Box Co.
verhill:	Louis H. Hamel, *Treasurer*, L. H. Hamel Leather Company
yoke:	Arthur E. Sheldon, *Pres.*, Sheldon's Transfer and Storage Co. Inc.
rence:	Irving E. Rogers, *Publisher*, Lawrence Eagle-Tribune
ell:	Frank L. Lawlor, *General Manager*, Lowell Sun
n:	Charles F. Sprague, *Vice President*, Hoague-Sprague Corporation
Bedford:	Arthur W. Forbes, *Chairman*, New Bedford Wharf Commission
buryport:	James P. Hale, *President*, A. & G. J. Caldwell Company
h Adams:	G. Churchill Francis, *Treasurer*, North Adams Savings Bank
hampton:	Mrs. H. W. de Rose, *Managing Editor*, Hampshire Gazette
ody:	Harold N. Goodspeed, *President*, A. C. Lawrence Leather Company
field:	Monroe B. England, Owner of Broadcast Station WBRK
outh:	William P. Libby, *Vice Pres.*, Plymouth Cordage Company
n:	R. C. Dick, *Treasurer*, Naumkeag Steam Cotton Company
gfield:	Roe S. Clark, *Vice President and Treasurer*, Package Machinery Company
ton:	Col. Arthur Ashworth, *President*, Reed & Barton Corporation
ole:	M. J. Hawkins, *Traffic Manager*, Bird & Son, Inc.
nam:	Alexander R. Smith, *Director*, Waltham Federal Savings and Loan Ass'n.
nsville:	E. Kent Swift, *President and Treasurer*, Whitin Machine Works
ester:	Maurice J. Mahoney, Worcester Street Railway Company

GREATER BOSTON DEVELOPMENT COMMITTEE

Chairman: Jay R. Benton, *President*, Boston Mutual Life Insurance Company

Vice-Chairmen:

Alden C. Brett, *Treasurer*, Hood Rubber Company
Frederic C. Church, Boit, Dalton and Church
H. D. Hodgkinson, *Vice-President*, Wm. Filene's Company
William K. Jackson, *President*, Boston Chamber of Commerce

Treasurer: Charles Francis Adams, *Chairman of Board*, State Street Trust Company
Secretary: Charles E. Lee, *Manager*, Civic Bureau, Boston Chamber of Commerce
Daniel Bloomfield, *Manager*, Retail Trade Board
Francis F. Carmichael, New England Regional Director, CIO
The Most Reverend, Richard J. Cushing, D.D., Archbishop of Boston
Frank S. Davis, *Manager*, Maritime Association
John L. DelMonte, *President*, Boston Central Labor Union, AFL
Ralph M. Eastman, *Chairman*, Boston Chamber of Commerce Committee on Aviatio
Maynard L. Harris, *Vice-President*, New England Trust Company
Francis W. Hatch, *Vice-President*, Batten, Barton, Durstine & Osborn, Inc.
Miss Elisabeth M. Herlihy, *Chairman*, State Planning Board
Edward L. Hubbard, *President*, Retail Trade Board
Michael T. Kelleher, Marsh and McLennan, Inc.
Mrs. Benjamin F. Kraus, *President*, Boston City Federation of Organizations, Inc.
Ashley D. Leavitt, D.D., *President*, Greater Boston Area Council of Churches
Rabbi Joshua L. Liebman, Temple Israel
M. D. Liming, *Managing Director*, Boston Chamber of Commerce
Daniel J. Lyne, Lyne, Woodworth and Evarts
Walter R. MacCornack, Massachusetts Institute of Technology
Ralph W. Martin, *Executive Vice-President*, Boston Real Estate Board
J. Reed Morss, *Vice-President*, Boston Five Cents Savings Bank
Thomas A. Pappas, *President*, C. Pappas Company, Inc.
William Stanley Parker, *Chairman*, City Planning Board
Philip H. Theopold, DeBlois and Maddison
Robert S. Wayland, *President*, Boston Real Estate Board

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BOSTON EVENING AMERICAN

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Curley Makes Stirring Plea For Hub Port

Warning that Boston was on the way to becoming a "ghost town" and that the problem was vital to all New England, Cong. James M. Curley declared today in a stirring appeal before the legislative state administration committee in favor of a Port Authority bill.

Curley was one of more than 100 speakers representing business, industry, labor and agriculture who appeared in favor of the measure for a $15,000,000 bond issue to finance immediate improvement of the port and the creation of a strong Port Authority.

The Congressman said he favored adding provisions to the measure which would give such a Port Authority greatly increased powers

"This is not a problem for Boston alone," he said. "It concerns the future of the entire Commonwealth and of all New England.

"The Massachusetts delegation in Congress is ready to work as one man to advance the port program, which ultimately can become a $100,000,000 proposition and yield billions in dividends to Boston and New England."

Henry Kalus, legislative counsel for Gov. Tobin, put the latter on record as being in complete accord with any proposal which would aid the port of Boston.

The approval of the Boston



Cong. Curley H. J. Dowd

Chamhber of Commerce, the Massachusetts Committee for Port Development, the Associated Industries of Massachusetts and the Greater Boston Development Committee also was registered in favor of the measure. Rep. David M. Cleary, of Charlestown, pointed out that "if Boston is poor, the State is poor," in recording himself in favor of the measure.

Jay R. Benton, chairman of the Greater Boston Development committee, sponsor of the bill, asserted the time had come for "more action and less talk" in developing the port.

Harry J. Dowd, of Cambridge, a paper dealer, said his firm was ready to subscribe $500 immediately for the bond issue.

Others favoring the measure included the Boston Retail Trade Board the State Feeration of Labor, the Massachusetts CIO, the State Grange and the Massachusetts Farm Bureau Federation.

ate Port Authority Now Urged at Hearing

ope of the drive to assure n and Massachusetts a r place in postwar com- e was broadened today establishment of a Mas- isetts Port Authority was l to take the place of the nt Boston Port Authority, ı would be abolished.

roduction of a revised bill g for creation of a State Authority highlighted a hearing at the State on several measures which set up a powerful Boston Authority in place of the nt body which is seriously d in its powers. The legisla- provides for building of new in Boston to recapture the glory as a shipping center.

Future State

bill was presented to the ative Committee on State nistration by former Presi- of the Senate, Jarvis Hunt, ative Counsel for the nittee, which filed two of our measures before the nittee at today's hearing. measure takes the place of ills originally filed which d the authority to the Port ston.

Hunt said the measure was tuted because of the large er of persons who had de- that the matter was of se- concern to the entire State. new bill sets up permissive

inued on Page 2, Column 7

ation whereby any city or upon written request of the r officials, may petition that nated port facilities of the ctive communities be placed jurisdiction of the Au- y.

revised bill also provides Massachusetts Port Authority without pay, and that at least nember, and not more than- e from the city of Boston.

Hunt said that the "no-pay; e" would remove the Port rity from the realm of poli- Also before the Committee were Governor Tobin's mendations relative to the on of an Authority to have s consistent with its respon y for the full developmen ston Harbor.

Large Attendance

ause of the interest in th development bills, today' ng was held in the Gardne orium. More than 100 rep atives of interested organi s concerned with the stimu of business in Massachusett present.

Warning that Boston is well o the way to becoming a "ghos town," United States Representa tive James M. Curley (D(of Bos ton, told the Committee that th City's only hope lies in immediat and strong support of a port de velopment program.

In a surprise appearance, th former Governor said: "This is nc a problem for Boston alone, concerns the future of the Com monwealth. . . .

"Boston has tried for a long tim to secure improvements to prever it from becoming what it is be coming—a ghost town. Its onl hope lies in the proposal to mak it a State matter."

Question of Cost

The Representative said tha the question of cost should nc enter into a problem as importar as that of Boston port develop ment. He gave assurances that th Massachusetts delegation in Con gress would be willing to "wor as one man" for the port's ad vancement. He said the develop ment may ultimately become $100,000,000 proposition whic will yield dividends in the bil lions.

He predicted that the War De partment would permit use o Army facilities in South Bosto Harbor under a lease at the rat of a dollar a year, plus the cos of maintenance, and that thi would make the nucleus of th harbor.

Thomas E. Wilkinson, Secre tary-Treasurer of the Massachu setts State Federation of Labor and John J. Delmonte, Presiden of the Boston Central Labor Union, also favored the legisla- tion, as did Thomas Pappas, mem- ber of the present Boston Port Authority.

Chamber in Favor

William K. Jackson, of Newton, President of the Boston Chamber of Commerce and of the United Fruit Company, told the Commit- tee that the Chamber "ardently favors the bill, and that means that businessmen are supporting it. Water-borne commerce is im- portant," he said, "and a strong port authority will be a necessary adjunct to the port facilities."

Jay R. Benton, General Chair- man of the Executive Committee of the Greater Boston Develop- ment Committee and former State Attorney General, supported the legislation, for which he was peti- tioner, and said "The time has come for less talk and more ac- tion."

Clubwomen of Massachusetts were represented by Mrs. Edward Cronin, President of the Massa- chusetts Federation of Women's

An offer of $5,000 to start a fund for the development of Bos- ton's port facilities came from Harry J. Dowd, representing the H. J. Dowd Company, of Cam- bridge, and the Boston Executives' Association. Mr. Dowd said the offer was on behalf of his company.

The Commonwealth, he said, ought to spend "at least $50,000,- 000 to $100,000,000 on the airport and the port development. He pre- dicted that in the first year after the completion of the project the port would do $500,000,000 worth of business annually.

Wool Trade Favors

Harold A. Bishop, representing the Boston Wool Trades Associ- ation, said that before the war from 200,000,000 to 275,000,000 pounds of wool were imported at a total value of from $60,000,000 to $80,000,000. He said the port did not have facilities for han- dling large cargoes of wool after the war broke out, with the result that much of it was shipped to other ports.

The Massachusetts Selectmen's Association was placed on record as in favor of the proposal by Daniel Tyler, Jr., Brookline Se- lectman and President of the As- sociation.

Referring to the proposed $15,- 000,000 bond issue for the de- velopment of the Boston port, Mr. Kalus said the Governor believed that the "approach to each project must be with regard to the eco- nomics of the individual project." He said the State is ready to ex- tend credit for the construction of adequate piers in conjunction with business, transportation, and industry which will presumably see that the piers are used.

Speaking for the Retail Trade Board of the Boston Chamber of Commerce and the Massachusetts Council of Retail Merchants, Daniel Bloomfield said: "A modern Boston port would bring direct benefits to the merchants of our Commonwealth and of New England."

Richard M. Thompson, Presi- dent of the Massachusetts Council of Retail Merchants, indorsed the Port bill as "farsighted legisla- tion," and said that his organiza- tion."

THE BOSTON HERALD
TUESDAY, MARCH 20, 1945

White Flag on Beacon Hill?

The modest legislation for which the Greater Boston Development Committee argued at the State House yesterday would not automatically and immediately restore the port to the position which it held in its days of glory years ago. The decline has been gradual and the upbuilding will not be swift. But the bill now pending would accomplish so much that practically every organization interested in the problem is urging action.

It would prevent a sharp decline immediately after the ending of hostilities. It would correct the long-tolerated, discreditable conditions which have been sapping the vitality of the port. It would help us, at the very least, to retain those advantages which came to us by chance in consequence of the war, and not as a reward for our own deliberate endeavors. It would hold the fort and the port during the postwar period, while industries throughout the country are trying to readjust themselves to the new and unforeseen necessities of peacetime.

This legislation is to be viewed as both defensive and offensive. Its direct and prompt benefits will be mainly protective. Ultimately a modernized waterfront in Boston will provide the arsenal for an energetic campaign.

Such a campaign cannot be won or even waged with the slightest hope of success if we employ outmoded weapons. The undeniable fact is that the port facilities over which the city and state have control at present are of such a nature that Boston as a port will touch a new low if they are not improved at once and without stint.

Efforts in the past to improve the port have failed because of many reasons, including penuriousness, apathy, lack of organization and the absence of a man or men with drive, enthusiasm, vision and a complete knowledge of the situation. Now, at last, thanks largely to Ralph E. Flanders, there is a better understanding of our shortcomings and of the best means of overcoming them. Capital and labor, the Commonwealth and the cities of Massachusetts are co-operating. The leaders of the community are exerting themselves. The bill before the Legislature has been drafted carefully, after the most thorough study ever made.

If the persons and associations now urging action on Beacon Hill fail to get it, the chances that something will be done next year or thereafter are almost negligible. The men who are most familiar with conditions on the Boston waterfront and at the East Boston airfield are convinced that it is now or never for each. Refusing to pass a desirable bill, the General Court will be running up the white flag.

Labor, Farm Leaders Join Drive on Port

Recognizing their dependence on an expanded Port of Boston in the postwar period, the State Federation of Labor and two of Massachusetts' largest agricultural organizations have thrown the weight of their membership behind two measures to be heard today by the legislative committee on State administration.

The measures, proposed by Jay R. Benton, general chairman of the recently organized Greater Boston Development Committee, provide for immediate construction of a minimum number of modern piers a d for complete reorganization of the Boston Port Authority.

MEANS 500,000 JOBS

The bills propose a bond issue of $15,000,000 to provide funds for the immediate construction and point out that a strong, authoritative and unified organization is necessary to handle administration of the port in competition with other cities in the postwar period.

"This proposed development of the port means 500,000 additional jobs for Massachusetts labor," the State Federation declared yesterday in a bulletin to its membership.

"It means security. It means higher wages and better working conditions. These measures involve your future security and prosperity.

"The program is so important that we request all officers and members of affiliated unions, their relatives and friends, to instruct their senators and representatives to vote for them when these measures come before the legislative branches."

AIDS INDUSTRY, FARMS

A similar appeal was made to farmers throughout the state by Harvey G. Turner, master of the State Grange, and Joseph H. Decatur, president of the Massachusetts Farm Bureau Federation, in a statement summarizing the services and savings to agriculture in Massachusetts and New England by low-cost transportation through the Port of Boston.

"The services of the Port of Boston," the statement declared, "substantially benefit all persons who depend on agriculture, industry or business for their livelihood. They play an indispensable part in maintaining agricultural and industrial production, employment and purchasing power and in keeping down the cost of living.

"For these reasons, the agricultural producers of Massachusetts are asked to join as citizens and voters in requesting the Legislature to enact the pending Port Authority Bill."

The statement pointed out that the port produced direct savings for agriculture through low-cost transportation of chemicals for fertilizers, fish meal and proteins for dairy and poultry feed, machinery, lumber and other commodities used in agricultural production.

POINT OUT BOTTLENECK

The port also has proved valuable to farm producers, it said, in transportation of shipments of apples and other produce out of New England.

At the present time, it continued, a bottleneck exists at the port with the prospect that only nine berths for handling general cargo will be available at the end of the war, compared with 35 in prewar days, unless immediate minimum pier construction is started.

Also supporting the program are business and industrial leaders from 13 Metropolitan communities who banded together last week to form a Metropolitan Committee for Port Development last week.

"The readiness of leaders in each of these communities to work for the Port Authority Bill provides new promise of speedy legislative enactment of this vital measure," declared Frederick C. Church, of Boston, head of the Port committee of the Greater Boston Development Committee.

"Development of the Port now is widely recognized as the No. 1 project for Boston, Massachusetts and New England and business, industry, labor and civic leadership are working together to make it a reality."

PORT BILL

Chamber favors in principle the proposed measure to create a new Port of Boston Authority with wide powers to act.

The Board of Directors of the Boston Chamber of Commerce at a recent meeting voted to support in principle Senate Bill 216 and House Bill 684 (duplicates) providing for the abolition of the present Port of Boston Authority and the creation of a new Authority with much broader powers to enlarge the facilities and business of the Port.

President William K. Jackson of the Chamber announced at the meeting that the Governing Board of the Maritime Association, of which he has been chairman for the past year, had voted in support of the bill and suggested that the Chamber do likewise. Jay R. Benton, a Chamber director, and chairman of the new Greater Boston Development Committee, also urged favorable action.

This new port body would consist of five men appointed by the governor with a per diem compensation of $50, not to exceed $5,000 in one year, and with authority to appoint a director and establish his salary. The bill also authorizes the state treasurer on request of the authority to issue bonds not exceeding $15,000,000 to carry out the duties placed in the hands of the authority by the provisions of the bill.

At the meeting attention was called to the fact that the bill as filed might need some minor amendments, particularly a section defining the Port of Boston, so as to make it entirely clear that Logan International Airport and the area surrounding it, which is now being developed for air purposes, is to be excluded from the jurisdiction of the proposed new Authority.

BOSTON HERALD

Port Bond Issue Urged

N. E. Leaders Favor $15,000,000 Plan

Business leaders from all sections of New England appeared before the legislative committee on state administration yesterday to advocate a state $15,000,000 bond issue to remake the port of Boston into a waterfront capable of competing with any other port on the Atlantic seaboard.

A surprise speaker at the session, Rep. James M. Curley warned the committee that Boston was well on its way to becoming a "ghost town," and declared, "It's only hope lies in the proposal to make it a state matter." Curley argued that Boston "is a port where the world's largest steamer can come in and leave under its own power. In Philadelphia," he continued, "tugs and lighters haul ships 40 miles to the port, but it does five times the volume of business that Boston does."

TOBIN ASKS SUPPORT

Gov. Tobin's support of the measure, which would reorganize the Boston port authority into an organization empowered to assign contracts, was recorded by Harry Kalus, the Governor's legislative counsel.

"The state should be ready to lend its credit to port development in association with private industry," Kalus said. "The Governor takes no position on any specific bill, but he feels that a port authority must be created consistent with the magnitude of its work."

The Mayors' Club of Massachusetts was placed in favor of the plan by its president, Mayor Alexander Murray of Fall River.

Others supporting the measure included:

Jarvis Hunt, Associated Industries of Massachusetts; Daniel Bloomfield, manager of the Retail Trade Board of the Boston Chamber of Commerce; Harold D. Hodgkinson of Filene's, Edward L. Hubbard of T. D. Whitney, William A. Everett, vice-president of Jordan Marsh Company; Thomas Wilkinson, secretary-treasurer of the Massachusetts State Federation of Labor; Jack Hurvitz of the Greater Boston CIO Council Jay R. Benton, general chairman of the executive committee of the Greater Boston Development Committee, and many members of the Legislature.

Port Hearing Told Bank Interests Will Steer Business Here

Solid backing for the bill providing for a $15,000,000 bond issue to establish a Massachusetts Port Authority, replacing the Boston Port Authority, was given in a hearing yesterday before the Legislative Committee on State Administration by public officials, business leaders and the clubwomen of Massachusetts.

High spot in the afternoon session was a hint given by Jarvis Hunt, representing the city and state port development committees, that banking interests may have entered into an agreement to steer business through the port which it is claimed has been monopolized by outside-controlled railraods.

Representative James P. McDevitt charged that the railroad monopoly contributes to Boston's downfall. "It is my belief that Gov. Saltonstall acted wisely when he insisted that port development be centered not in South Boston, but at a point where the Boston & Maine —a New England railroad—operates.

Hunt told the committee "You will have all that information."

New Haven Steering Shipments Here

Replying to McDevitt's charge, H. L. Filer, general solicitor for the New Haven Railroad, said the Boston-New York run is the longest on that line and that a foreign freight department has been created in the company to urge shippers to send their export goods through Boston from the midwest. Attorney George H. Fernald, representing the Boston & Albany and the New York Central Railroads, recorded both in favor of the bill.

In the forenoon session Congressman James M. Curley declared "Boston is well on the way to becoming a ghost town and its only hope lies in immediate and strong support for a port development program. Boston is a port where the world's largest steamers can come in and leave under their own power, but Philadelphia, where tugs and lighters haul ships 40 miles to port, does five times the business."

He said the development ultimately may become a $100,000,000 proposition, but that it will yield dividends in the billions.

Harry Kalus, legislative agent for Gov. Tobin, said the Governor does not back any special piece of legislation, but rather is in favor of all legislation which would aid the port of Boston in its comeback fight.

Mrs. Edwin Cronin, president of the Massachusetts Federation of Women's Clubs, followed the line that clubwomen are interested in the well-being of their families,

which depends on the econo
well-being of the Commonwea
which depends on its commerce
which means Massachusetts m
have adequate port facilities.

Many Leading Supporters

Among others favoring the
were William H. Jackson, presid
of the Boston Chamber of Co
merce and of the United Fruit Co
pany; Mayor Alexander Murray
Fall River, president of the May
Club; M. L. Hatch, representing
National Association of Cot
Manufacturers; Maxwell Field,
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England Shoe and Leather Asso
tion; Jay R. Benton, general ma
ger of the executive committee
the Greater Boston Developm
Committee; Harry J. Dowd of
Boston Executives' Associati
Harold A. Bishop of the Bos
Wool Trades Association.

Also Collector of Customs Willi
J. Burke Jr., Selectman Daniel
Tyler Jr. of Brookline, president
the Massachusetts Selectmen's As
ciation; James P. Brown, attor
for the Boston & Maine; Charles
Coyle of the City of Boston Ho
Association, William J. Day of
New England Shippers' Advis
Board, Clarence A. Roberts, coun
for the Boston Real Estate Boa
Thomas Wilkinson, secretary of
Massachusetts Federation of Lab
Richard M. Thompson, president
the Massachusetts Council of Re
Merchants; Daniel Bloomfield of
Boston Retail Board, Harold
Hodgkinson of Filene's, Edward
Hubbard of T. D. Whitney Compa
Vice Pres. William A. Everett
Jordan Marsh Company, Sidn
Grant, counsel for the Massachuse
C. I. O.; Jack Hurwitch, represe
ing the Greater Boston C. I.
Council.

Thomas Pappas, a member of
Boston Port Authority, which wo
be abolished under the terms of
bill, spoke in favor of the legis
tion. The hearing will continue
10:30 in Gardner Auditorium.

-PRESIDENT
NK E. LEWIS
LL, EVERETT

PRESIDENT
HON. ALEXANDER C. MURRAY
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March 5, 1945.

Jay R. Benton, Esq.,

160 Congress Street,

Boston,

Massachusetts.

Dear Mr. Benton:

The President and officers of the Mayors Club of Massachusetts extend to you a cordial invitation to attend,as our guest, a meeting of the Club to be held at the Parker House, on Monday, March 19, 1945 at one o'clock in the afternoon.

The proposed Massachusetts Port Authority Bill will be one of the subject matters for discussion.

Very truly yours,

Laurence B. Flint

Laurence B. Flint,
secretary.

Batten, Barton, Durstine & Osborn, Inc.
HUBbard 0430
Statler Office Building, Boston 16
Advertising

March 5, 1945

Mr. Jay R. Benton, Pres.
Boston Insurance Company
160 Congress Street
Boston, Mass.

Dear Jay:

I am inviting a few good citizens of Boston to attend a small reception for John and Gardner Cowles at the Downtown Club on the Parker House roof on Monday, March 19th, five to seven p.m. These young men are taking an active part in the business life of Boston through their ownership and operation of Radio Station WCOP here. Their interests elsewhere include the Des Moines Register and Tribune, the Minneapolis Star Journal and Tribune, LOOK Magazine and broadcasting stations in several cities.

It will give me great pleasure to have you join us for cocktails.

Sincerely,

Francis W. Hatch
Vice President

R.S.V.P.

ıre Story of the Franklin's Fight for Survival

UNSINKABLE

At 7:07 A. M. on March 19, out of the gray obscurity of a dull morning a single-engine Japanese divebomber suddenly appeared, penetrating the defenses of our fast carrier task force. The plane unerringly came on, swept over the long decks of the new U.S.S. Franklin, one of the 27,000-ton carriers of the Essex class, and sped on to be shot down by some of the Franklin's planes already in the air. But it left behind a scene of disaster which grew in intensity and scope for hours. Two bombs struck squarely, one forward and the second aft, both scattering death, flame and hot shrapnel through the crew and the ship, setting off the planes preparing to fly, exploding magazines, cascading flaming torrents of high-octane gasoline over the twisted, crisp plates.

Thus began the Franklin's odyssey of stamina, high courage and the kind of selfless valor which catches at the throat as one reads of the ensuing days. She was hit hard enough to be sent to the bottom but she came home, as the stories released by the Navy today relate, a ship worthy of the fortitude of her men; and men, both dead and alive, worthy of their gallant ship.

Today the Franklin is a scarred and hideous mass in the Navy Yard in Brooklyn, where workmen will repair her to sail again. She is not pretty, but those who view the effects of two bombs and the succeeding blasts which they set off know beyond peradventure that the Franklin is still a Fighting Lady. She proved that, coming out and taking the long 13,000 miles under her own power.

Like the Marblehead, a ship that wouldn't sink, the Franklin's presence here is a glorious tribute to the design and the construction put into our fighting ships with an almost affectionate care and equally a tribute to the men who would not give her up. As watchers in the fleet saw her go up in flames Admiral Mitscher sent word to Captain Gehres that he could prepare to abandon ship. But the captain would have none of that. The cruiser Santa Fe came alongside and stayed at her side for hours, not knowing whether the magazines had been flooded. Not even Captain Gehres knew. But they stayed. No other ship in the war has sustained such damage and lost so many men and still come home.

Ship and men, they kept the tradition, even while still off the shores of Japan when the fires were barely under control. A destroyer brought food and water, and under such circumstances it is the custom to greet such a provider with music. The destroyer crew were surprised as they came alongside. On the battered deck, among the injured and dying and dead, a little makeshift band struck up a tune. They had a few instruments of the orthodox kind, but most of the music came from a tub, thumped as a drum, and parts of the ship equipment pounded and beat for percussion. And the men sang.

That was the Franklin and her men in time of trouble. That is the Navy.


SPOT
SHOTS

AMERICAN AIRCRAFT CARRIER ABLAZE IN THE PACIFIC



The 27,000-ton U. S. S. Franklin after direct hits by a Japanese dive-bomber The New York Times (U. S. Navy)

A river of burning gasoline pours out of the Franklin (center) just below the flight deck, while a group o forward opening of the hangar deck await rescue. Three hundred forty-one men were killed, 431 others ar



STREAMS OF WATER ARE THROWN FROM THE CRUISER SANTA FE AT THE FRANKLIN
In Attempt to Extinguish Gasoline Fires on Hangar Deck of Stricken Craft
(U. S. Navy Photo from AP Wirephoto)



ot explosions shakes the carrier, and debris flies skyward. A mast at upper left is beginning to topple. On
ackground, members of a fire-fighting detail fall back—only to return immediately to the battle.



(AP Wirephoto from U. S. Navy)

FIRE FIGHTING ON U.S.S. FRANKLIN—Crewmen of the listing Carrier Franklin, bombed off the co
shown rallying hose equipment for the fight against flames in dive bombing which took the lives of one-



(AP Wirephoto from U. S. Navy)

. **CARRIER'S GUNMOUNT GOES UP IN FLAMES**—One of the five-inch gunmounts on the U.S.S. Frank- flames, and jets of fire shoot from the muzzles of the twin cannon, after the carrier was crippled by two or-piercing bombs which a Jap dive bomber dropped on it during the attack against the Japanese fleet in the Inland Sea..



Fire fighting: The cruiser Santa Fe risks her own destruction by moving alongside the burning carrie to battle the blaze and remove exhausted and injured crewmen. The New York Times (U. S. Navy)



Ablaze: Smoke blankets the carrier after she was struck off Kyushu by enemy bombs The New York Times (U. S.



Listing badly, the carrier says farewell to the Santa Fe (foreground) after casualties and some of the crew were removed. A skeleton crew remained aboard.



Officers and men of the Franklin stand at attention on her flight deck as the ship reaches
Navy Yard for repairs after 14,000 mile trip home under her own power. (U. S. N
from AP

March 20, 1945

Dearest mom and Dad B.,

We weighed Leslie this morning, before her bath — she has gained 4 ½ oz. since Saturday. She now weighs 6 lb. and ½ oz. Isn't that wonderful?

I'll call you at the end of the week after I report to Dr. Heyer.

Lots of love,

Jane.

1945 RED CROSS WAR FUND

FOR GREATER BOSTON

101 MILK STREET BOSTON 9, MASSACHUSETTS
Telephone Liberty 2981

General Chairman, Phillips Kettnum

March 20, 1945

Jay R. Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

Thank you very much for the generous gift of $1,500 from the Boston Mutual Life Insurance Company to the 1945 Red Cross War Fund. This contribution is greatly appreciated. As you requested, no publicity will be given through the newspapers to this gift.

I realize fully that the words of appreciation for this should come from our fighting men and women scattered all over the world, for your contribution is for them and to them; but I am sure that they would feel I were remiss if I failed to thank you in their name and to add to that my own heartfelt gratitude.

This letter will not only express my appreciation, but will serve as an official receipt.

Yours sincerely,

Phillips Kettnum

Phillips Kettnum
General Chairman

PK:MM

STILL CRYING IN THE WILDERNESS



Kim in The London Daily Sketch

GREATER BOSTON DEVELOPMENT COMMITTEE
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock 1250
Action Today to Achieve the Boston of Tomorrow

ITON
BRETT
CHURCH
GKINSON
JACKSON
RANCIS ADAMS
LEE

March 20, 1945

We are all glad that you have joined this Committee. Our first great effort is to get a strong Port Authority Bill passed.

I hope you will be able to come to the State House next Thursday morning, March 22nd, at 10:30 and speak and be recorded in favor of the passage of this legislation.

Sincerely yours,

Jaqueth Benton

General Chairman

JRB:BCC

THE COMMERCIAL CLUB OF BOSTON
THE MERCHANTS CLUB

March 8, 1945.

The Annual Meeting and the last regular dinner meeting of the season will be held at the Algonquin Club

Tuesday Evening, March 20th,

at 6:30 o'clock.

Dinner will be served at 7:00 o'clock.

For the Duration, Business Dress.

Our fellow member, Dr. Frank H. Lahey will be our speaker. His subject will be "Medicine at War in the West Pacific."

Dr. Lahey, who is Chairman of the Medical Consulting Board to the United States Navy and National Chairman of the Directing Board for Procurement and Assignment of Medical Personnel for the Armed Forces, has just returned from Guam and Saipan.

We feel sure he will have something most interesting and worthwhile to say to us.

As this is the Annual Meeting, a brief business meeting will be held immediately after the dinner to take action on the following matters:

1. *To receive the report of the Nominating Committee.*
2. *To elect officers and an Executive Committee for the ensuing year.*

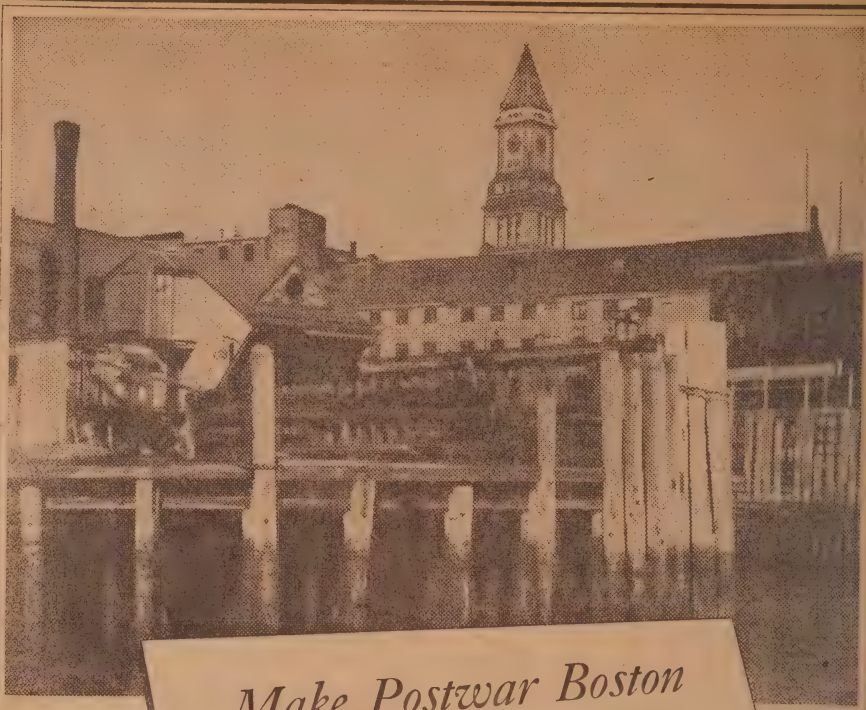
The guest charge is $7.50.

An early reply on the enclosed postal card will be appreciated.

Often our dinners are delayed because members come who have not given us notice. Please telephone the Algonquin Club, COMmonwealth 2400 before 5:00 o'clock on the afternoon of the dinner of any change in your plans.

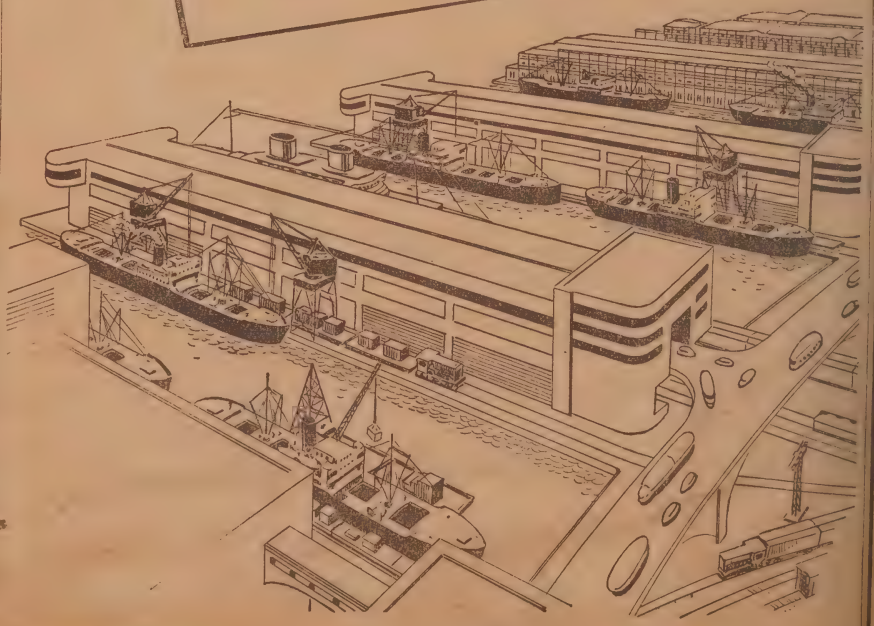
By order of the President,
Stoughton Bell,
Secretary.

Passed This Up.



Make Postwar Boston

THE BERTH OF THE NATION



COURTESY OF THE NEW HAVEN R.R.

Postwar world trade will grow to giant's stature overnight. A world hungry for manufactured goods heralds this fact. Will Boston be ready with adequate facilities to become the dominant port which it was designed to be by nature and man? Yes, if long-range planning is sound and action is prompt. In the first of a series of significant radio discussions——"BOSTON LOOKS AHEAD"—Governor Tobin will review with Louis M. Lyons, outstanding Boston news reporter, logical plans for making POSTWAR BOSTON THE BERTH OF THE NATION.

His Excellency

Maurice J. Tobin

Governor of Massachusetts

Speaks on the future of the

PORT OF BOSTON

Tonight WNAC 7:45

Boit, Dalton & Church

INSURANCE SINCE 1865

89 BROAD STREET, BOSTON 10 • *Telephone* HUBbard 3100

FREDERIC C. CHURCH
FREDERICK G. FARQUHAR
CHARLES C. HEWITT
COLLINS GRAHAM
JOHN W. GAHAN
STANLEY H. KING

THE FIRST OF A SERIES of thirteen important weekly radio discussions will be broadcast tonight at 7.45 under the title "Boston Looks Ahead" when His Excellency, Maurice J. Tobin, Governor of Massachusetts, steps before the microphone at WNAC to tell listeners of plans for improving the Port of Boston.

Frederic C. Church, of the insurance firm, Boit, Dalton & Church, sponsoring the series, said that future talks on Tuesday evenings would cover many different phases of Boston's civic life. Subjects to be discussed will include improvements indicated to prepare Boston for a dominant place in postwar commercial aviation, and the betterment of rapid transit and highway facilities, with housing an important subject.

On each different civic problem, Louis M. Lyons, Boston news reporter, will ask pertinent questions of Boston and New England men qualified to answer.

These radio discussions are an outgrowth of a vigorous campaign instituted last fall by Boit, Dalton & Church in support of development of the Port of Boston, a cause in which they were pioneers.

—o—

Tuesday, March 20th 1945

Another fine day. Orange juice - wheat germ - minced lamb on toast, Iced Coffee. Took 3 suits up to Isenstein. to Square with Frances, Subway, Office. Hard at work all morning. At 2.45 to the Parker House. The "Knockers" Club - Broiled Trike Saute Roasted Corn - Roll. Cottage Cheese. Iced Coffee Orange. Back to the office: Real Estate: Worked to 4.45, With Moody & Mansfield to Allston then home. Iced Coffee Dinner at 6.30. Assorted Stuffed Eggs w Tomato Canape Ham Spec. French Bread. Banana Shortcake - John drove me to the Square - Subway to Kenmore Hotie Buckminster - Yankee Network Studios, to hear the Governor speak on the Port Bill. Was there Mr & Mrs. Fred Church Mrs Abbot, Mr & Mrs Tom La Pha, Mr. Harold Hodgkinson Mr & Mrs. Robert M Bradley + I was invited to Suffers at Chapelis Club House - but decided to go home. Got to Bed and there I was at 9.10 P.M.

Mercury Hits 79, Sets Record as Spring Arrives

Today is the first day of spring, beginning at 7:38 P. M.

But the weather man jumped the gun a full season and staged a preview of summer with the thermometer soaring high into the 70s to set an all-time record for today, March 20, with a mark of 79 degrees at 3:10 P. M. This passed the record of 77 which had been set for this date in 1921.

As the new high mark for the day was set the record for 1945 was smashed, the previous high for this year having been 72 degrees last Thursday.

The record for the month, however, seemed safe, a mark of 83 degrees set on March 21, 1921, which is 24 years ago tomorrow.

The mercury began its climb today at 9:30 A. M., when the thermometer registered 48 degrees. It had jumped seven degrees to 55 by 10:30 A. M., rose to 58 at 11:30 A. M., and then soared 13 degrees in the next hour to register 71 at 12:30 P. M. By 1:30 it had jumped four more degrees to 75 and at 2:30 P. M. reached the record mark of 77.

Summer heat is any degree over 72 and Bostonians took full advantage of today's summer temperatures, as they strolled along Tremont and other streets, minus their overcoats or topcoats and basked in the sunshine of Boston Common.

His Excellency
Maurice J. Tobin
Governor of Massachusetts
Speaks on the future of the
PORT OF BOSTON
Tonight WNAC 7:45

So This Is Spring---brrr!

East Wind Knocks Out Warm Weather

It was dat ol' debbil East Wind.

With record-breaking temperature of 79 and sunny skies setting the perfect stage for Spring's debut, yesterday, the old East wind sweeping in from the Atlantic dropped temperatures 35 degrees in four hours and Spring officially entered at 7:38 p. m. yesterday with showers and a 45-degree temperature.

New England extended a damp and chilly "Good Morning" to Spring today, after bidding Winter the warmest good-by on record in last few hours yesterday.

After the temperature had climbed to 79 degrees in the afternoon, an all-time record for the date, it dived 34 degrees before an east wind in the early evening, and finally registered 44 degrees at 7:38 when Spring officially arrived, accompanied by drenching showers of rain. At Presque Isle, Maine, some of the precipitation was in the form of snow, according to the Boston Weather Bureau.

For today G. Harold Noyes, senior Meteorologist of the Bureau, forecast overcast skies, with occasional moderate rain ending about midnight, and with the lowest temperature in Boston about 38 degrees. Thursday, said Mr. Noyes, will be fair, but continued cool.

The warmest March 21 recorded at the Bureau was in 1921, when the thermometer registered 83 degrees. The cold record for the date was set in 1885, when the mercury shrank down to 7 degrees.

Wednesday, March 21st 1945

Up at 7.45 and busy from then on - Breakfast - orange juice - wheat germ - fried eggs and toast - Iced coffee - Cold and rainy - So it was Back to the heavy overcoat, rubbers and umbrella - to the Square with Frances - Subway - Office - and hard at work - out at 12.20 with Everett Lane - to the Faneuil Hall Lobster House - Beef Stew - Rolls - Hot Coffee - Orange - to Iver Johnson's R. J. Blake - a 6.20 film and a Box of Peach Bulbs - Office - 1.45 - Directors' Meeting - followed by meeting of Finance Committee - Over at 4.0 clock to Jordan's to get the prints of David and Jeanne's Baby. Back to the office - left at 4.45 - with Moody and Mansfield - to Allston - then home. Iced Coffee - on Tenterhooks waiting for word from David. Dinner - Green Split Pea Soup - Baked Stuffed Lobster (Special for David) - French Fried Potatoes - Salad - Cream of Tart and

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

March 16, 1945

Mr. Jay R. Benton
Boston Mutual Life Insurance Co.,
160 Congress Street
Boston, Massachusetts

Dear Sir:

The regular monthly meeting of the Board of Directors of the Boston Mutual Life Insurance Company will be held at the office of the Company, 160 Congress Street, Boston, on

Wednesday, March 21, 1945 at 1:45 P. M.

Very truly yours,

E. C. Mansfield

Secretary

ECM:rmc



U.S. MARINE CORPS

March 20, 1945

Dear Mom and Dad,

The days are all sprin[g]
now and some of the desert flowers
are out. They're are only a few
so it is nice to see them. I hope
you're Easter brings some of the
early flowers out on the west
lawn. I don't feel to well in
spirit these days so I'm going
to one of our National Parks
over the weekend. Peter Powers,
a half-back in the B & N
backfield of '43 was killed in
Europe. Can you remember him,
Dad? He was a good pal of mine
and very smart. He scored
against Rivers in the last
game we played in. Remember?
His Dad writes the Uncle Dud-
ley column in the Globe. I
ran across his picture in
the papers you send. I don't
miss much in all the papers

you send, Dad, and I'd like the Herald now that the American has expired. This makes my third close friend to make the sacrifice. It's not a hell of a lot of fun although I haven't done a darned thing yet.

Ooo fudge! Mmm!!! I ate it all in two days. I have three new men on my radio watch and they seem to be pretty nice fellows.

made a trip to the dentists today or rather this required my presence. Everything seems fine.

How's the baby look? I wish I could come home but I can't for a long while. It'll be time to be sending my Easter Cards in a couple of days.

Love,

Pete

BOSTON HERALD

17 More Leaders Join Development Board

The names of 17 more civic leaders were added to the rolls of the Greater Boston Development Committee, it was announced yesterday by Jay R Benton, general chairman.

They were: William H. Burke, Jr., collector of customs; former-Senator Weeks, Lt.-Gov. Bradford, Ralph E. Flanders, president of the Federal Reserve Bank of Boston; Postmaster Patrick J. Connelly, Denis W. Delaney, collector of internal revenue; Brig.-Gen. John H. Sherburne, Daniel Tyler, Jr., president of the Massachusetts Selectmen's Association; Roy F. Williams, executive vice-president, Associated Industries of Massachusetts; Miss Patricia T. Spencer, president, the Junior League of Boston; W. Nelson Bump, vice-president, American Airlines; Paul R. Corcoran, treasurer, Corcoran department store; Arthur D. Cronin, partner, Kaler, Carney & Liffler; Robert N. Davy, executive director, Housing Association of Metropolitan Boston; James F. Fitzgerald, president, Fitzgerald Construction Company; A. W. French, district manager, TWA; E. V. Whallen, New England traffic manager, United Air Lines.

BOSTON POST

More Names Added to Development Committee

A new list of names of civic leaders who have joined the Greater Boston development committee was announced last night by Gen. Chm. Jay R. Benton. It included the following:

Collector of the Port William H. Burke, former U. S. Sen. Sinclair Weeks, Lt. Gov. Robert F. Bradford, Ralph E. Flanders, Postmaster Patrick J. Connolly, Collector of Internal Revenue Denis W. Delaney, Brig. Gen. John H. Sherburne, Daniel Tyler, Roy F. Williams, Miss Patricia T. Spencer, president Junior League of Boston; W. Nelson Bump, vice president American Air Lines; Paul R. Corcoran, Arthur D. Cronin, Robert N. Davy, James F Fitzgerald, A. W. French, district manager T. & W. Air Lines; E. V. Whallon, New England traffic manager United Air Lines.

By Way of Illustration

Sometimes a single illustration points out a general truth more clearly than a realm of generalizations.

The basic argument for a modern Port of Boston and its corollary, a modern Port Authority, is that this state cannot prosper fully unless the asset which led to its original foundation and which has remained for three centuries its greatest single natural advantage, the harbor at Boston, is properly developed.

Here is the illustration. Before the war we received cotton from Texas at a combined rail-water rate of 45 cents per 100 pounds. The comparable all-rail rate today, with water service suspended, is 88 cents.

The Massachusetts textile mills, almost all of which are located outside the Boston area, must compete with textile mills in the Carolinas and other southern states. The latter are nearer the cotton fields and nearer the great mid-western market.

To compete with them, Bay State and other New England mills must offset the transportation differential which their location gives them.

Water service to Boston makes available some measure of economic compensation. It is one of the integral factors which make possible the employment of 40,000 wage earners and an annual payroll of $36,000,000 in the mill towns of Massachusetts.

There is a specific instance of a direct benefit derived from the Port of Boston by the textile communities of Massachusetts.

It is an argument for united Bay State action in developing the Port of Boston. And conversely, if the Port is neglected, there is implicit a direct threat to their economic foundation.

POPULAR PUBLICATIONS INC.

205 EAST 42nd STREET, NEW YORK 17, N. Y.

NG DEPARTMENT

March 15, 1945

Mr. J. R. Benton, President
Boston Mutual Life Insurance Co.
160 Congress
Boston, Mass.

Dear Mr. Benton:

You are invited to attend a luncheon presentation of "Advertising's Most Important Trend" at the Copley Plaza, 12:30 noon, Wednesday, March 21st.

"Advertising's Most Important Trend" has been pronounced one of the most dramatic and enlightening marketing stories of the year.

It traces the road pursued by the most successful advertisers over the past 30 years and will expose a vast new undeveloped market of 10,000,000 consumers.

The presentation takes only 30 minutes and you will be on the way back to your office by 2 o'clock.

Won't you advise us immediately whether or not you can attend.

Sincerely,

Sam J. Perry

Sam J. Perry
Advertising Director

SJP:KB

BOSTON NEWS BUREAU

Wednesday, March 21, 1945

Published daily except Sundays and general Legal Holidays, by Boston News Bureau, Inc., Frank M. Simmons, *Editor*.

Address 30 Kilby Street, Boston, 1, Mass.
Tel. LAFayette 4000

Other offices:

New York, 44 Broad Street — Detroit, Murphy Building
Chicago, Board of Trade Bldg. — Philadelphia, 1520 Sansom St.

Subscription rates—$18 per year, $1.50 per month. Foreign postage, $5 per year additional. Single copies, 7 cents.

Entered at Boston Post Office as second-class mail matter.

Pursuant to the terms of Section 17 (b) of the Securities Act of 1933, Boston News Bureau, Inc., states that all financial advertising contained in this issue of the Boston News Bureau is charged for at the established rates as set forth in the rate card of the Boston News Bureau. These rates are on file at the office of Boston News Bureau, Inc., and at all important advertising agencies. Copies will be mailed on application.

The Storming Of Beacon Hill

We've indirectly learned in this war that precise timing and right choice of the sector attacked spell victory. It's exactly the same now in campaign for capture of a height known as Beacon Hill. The attacking forces represent an extraordinary coalition of all elements within the state, whose Capitol Beacon Hill happens to be. The Port of Boston, so visible from Beacon Hill, is the initial keypoint.

A broadening of title to create a Massachusetts instead of a merely Boston Port Authority would give a statutory translation of this new statewide urge to build up this port for the benefit of the entire state, not simply of its creature, the city. Probably never before in Bay State history has there been so close and intimate a mingling of both interest and concern as between the entire Commonwealth and its chief city.

The factual case for such port development needs by now no rehearsal of argument. In fact there is no room here for any questioning or disputation, so cogent has been the case already made for what is so aptly termed the "gateway to Massachusetts," postwar upbuilding of which for all their sakes has been quite as truly also termed "a pressing development facing the people of Massachusetts." Unanimous recognition thereof, alike by capital and labor, agriculture as well as industry, and other cities as well as Boston itself, has been the outstanding characteristic of this situation.

All our past shortcomings and deficiencies, as well as our large present and future needs and possibilities, have by now become quite familiar, beyond question or quarrel. The summons now is for new deeds, not for more words. Water-borne commerce nurtured here the infancy of city and state. It can again be, in terms of goods, of dollars and of jobs, the sustenance for a bigger and brighter as well as more competitive future.

The relatively modest figure of $15 million is the keynote of immediate action. The timing concerns right now,—if we would shun what Chairman Flanders truly called "gambling with fate." The immediate answer lies with the Legislature. In the case of both harbor and airport, and for related reasons, there are involved actions of "great pith and moment." The unanimity on Beacon Hill should be quite as marked and as quick as has already been demonstrated among all ranks and classes of the people of Massachusetts.

Biscuit. Milk. A little apple pie - cheese
Upstairs - Just still on tenterhooks -

MORE SPRING RAIN FOR HUB

But It Is Expected to Ease Up in Afternoon

Continuance of yesterday's rain through this morning, becoming light during the afternoon was predicted by the U. S. Weather Bureau for Boston and vicinity today.

Sixty-one hundredths of an inch of rain fell yesterday in Boston and the temperature did not rise above 45 degrees—a marked contrast with the summer heat of Tuesday, when the mercury got up to 79 degrees.

Strong east winds will blow this morning, becoming northerly before the end of the day, according to the Weather Bureau.

War Bulletins

Saar Virtually All Taken; Bridgehead Enlarged

General Patton's Third Army troops have entered Ludwigshafen and the fall of the big city on the west bank of the Rhine may be expected at any time. Thus the battle west of the Rhine is drawing to a triumphant close.

Two German field armies totaling some 80,000 troops have gone down in complete defeat.

Thursday, March 22nd 1945

Slept long and late. Down for breakfast at 8.30 Orange juice - wheat germ. Poached egg on corned beef hash - toast - tea & coffee. As Frances was not going into Red Cross until late in the morning, I took down all the wash on the cars. The umbrella again today. Office and worked fast - hustled up to the State House. Continued hearing on the Port Bill before State Administration. Over at 12.45. Hurried across the Common in the drizzle. (The Big News! 8.45 P.M. David just called long distance! He is back!! He couldn't tell where he is!! But he will be home Saturday night or Sunday!!!)

Lunch at the Statler. Head Table guest at the Boston Life Underwriters' Luncheon + Back By Subway to the office - to Western Union and sent Peter some money. Office. Hard at Work - Left at 4.45 with Moody & Mansfield-Allston then Belmont. Home. Iced Coffee. Read Papers - Girls out. Frances Cooking Lobster Thermidor — Stuffed Mushrooms + Salad. Toast. Milk. Fruit Cup. Upstairs 7.30. Many out to dinner.





"So it's home again, and home again, America for me . . ."

DAILY LIST

OF

Legislative Committee Hearings

Thursday, March 22, 1945

The DAILY LIST is corrected to 10 A.M., and is available at 3 P.M., on each legislative day previous to the date of committee hearings. Copies may be obtained at the House Post Office, Senate Chamber and Room 428.

Because of the present wartime necessity to expedite legislative business, the time allowed for arguments may be limited at all committee hearings. It is therefore urged that *oral arguments be concisely stated*, and that detailed or supplementary facts be submitted in writing. All information submitted will receive careful consideration.

The co-operation of all interested parties in furthering this method will be most helpful.

GODFREY G. TORREY, *Editor*,
ROOM 355.

STATE ADMINISTRATION

Room 436 at 10.30

S. 39. Petition of John F. Fitzgerald for legislation to grant to the Boston Port Authority entire control and management of the port of Boston.

S. 216. Petition of Jay R. Benton, General Chairman, Executive Committee of the Greater Boston Development Committee, that the Boston Port Authority be abolished and a Port of Boston Authority be established, and that its powers and duties be defined.

H. 684. Petition of Jay R. Benton (general chairman, executive committee, Greater Boston Development Committee) that the Boston Port Authority be abolished and relative to the establishment of a Port of Boston Authority and for defining its powers and duties.

BOSTON NEWS BUREAU

Thursday, March 22, 1945

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Address 30 Kilby Street, Boston, 1, Mass.
Tel. LAFayette 4000
Other offices:
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Chicago, Board of Trade Bldg. — Philadelphia, 1520 Sansom St.

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Pursuant to the terms of Section 17(b) of the Securities Act of 1933, Boston News Bureau, Inc., states that all financial advertising contained in this issue of the Boston News Bureau is charged for at the established rates as set forth in the rate card of the Boston News Bureau. These rates are on file at the office of Boston News Bureau, Inc., and at all important advertising agencies. Copies will be mailed on application.

Wanted—"Action, Not Words!"

Action, not words, is what is needed on Beacon Hill as the bills regarded as most vital for the future of Boston and for the Commonwealth move through the legislative mill. The Great and General Court has it within its power to obstruct or clear the way for the necessary monetary appropriations for making the Logan Airport the great airbase that it must be if Boston is to take its rightful place in the postwar aviation field. The Legislature also has the same power with respect to giving the Port of Boston a start on the way towards regaining its former dominant place as one of the great seaports of the country.

If sentiment on the Hill is translated into action, then the monetary hurdle will be cleared. While it is too much to expect that politics will be wholly forgotten, it is pleasing to note that members of both parties are among the ardent proponents for the legislation. It is now clearly realized and was very aptly stated by Congressman James M. Curley, who appeared in support of the port program, that the welfare and future of the state is involved. If Boston does not secure the improvements, he said the city will ultimately become what it is now rapidly becoming,—"a ghost" town.

That the port problem is not solely a Boston problem is reflected in the change in the proposed legislation to provide for creation of a Massachusetts Port Authority. It is as vital to the people of western Massachusetts to have a prosperous Boston as it is for the capital city itself.

Boston is at the crossroads. It can go forward in the world of tomorrow, which is really upon us now, and be a major air and shipping center. But if speedy action is not taken to place the city in a position where it can assume a major role in both fields of transportation, then, in fact, Boston will become a decadent community.

But the leadership that has been mustered behind a program for a Boston that must go places in the postwar world is such as to lend strong support to the belief that this time we will have "action, and not words." When a small businessman places his concern on record as willing to start the ball rolling by making a $5000 contribution to a port fund, then it must be realized that no effort will be left undone to bring back the port of Boston.

It is recognized that the appropriation of money is only the beginning of the story. Cooperation of business and labor is necessary to make the port a success. Both have given their promise of support. The reasons for the decay of the Port of Boston are well known. They can and must be corrected if the Hub of the Universe is not indeed to become a "ghost" town.

SS OF SERVICE

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am or Cable-
unless its de-
character is in-
by a suitable
above or pre-
the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

273 NL PD=WUX MOJAVE CALIF 20

1945 MAR 21 AM 12 16

Y R BENTON=

160 CONGRESS ST BSN=

KING TRIP TO YOSEMITE NEED THIRTY LOVE=

PETER.

ERVICE

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WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(25)

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PETER.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

THE WESTERN UNION TELEGRAPH COMPANY 4178-A

RECEIPT

B BOSTON MASS MAR 22 1945 19___
OFFICE DATE

Received from JAY R BENTON $30.00

THIRTY AND NO/100---------- Dollars in payment of:

☐ Account for the month of _____ 19___

☑ Telegraphic Money Order

☐ Telegram or Cable

☐ Deposit on Collect Telegram
Returnable after 24 hours

☐ Account No. _____
For Remittance

To SGT PETER BENTON

At MOJAVE CALIF

MONEY ORDER CHARGES PAID $ 2.39/100

THE WESTERN UNION TELEGRAPH COMPANY

By E. Hughes

—THURSDAY, MARCH 22, 1945

Tax Association Head Urges Paid State Port Authority

A $15,000,000 bond issue for the port of Boston development will be just a start on a project which may well cost $100,000,000, Norman MacDonald, of the Masachusetts Federation of Taxpayers Association, this morning told members of the Legislative Committee on State Administration.

Speaking on a bill authorizing an unpaid Massachusetts Port Authority and the $15,000,000 bond issue, MacDonald took issue with the unpaid authority provision, stating that although unpaid public service may attract a richer type of citizen it does not necessarily attract a higher type.

He cited figures showing that Massachusetts stands at the foot of the nation in population growth and that the state is fighting a losing battle to keep as many people working as in 1899.

He said the states highway system was "not much more than a series of dead-end streets."

John F. Cahill, chairman of the Democratic State committee, stating his "deep interest" in Bostons port problem, said a few words in its favor and then demanded that an amendment but put on the bill to provide for a huge bus terminal under the Public Gardens.

Others appearing in favor of the port development bill included Thomas Dorgan, clerk of the Suffolk Superior Civil Court; Sumner Meade, Boston importer; Miles Illingsworth, of the Massachusetts Motor Truck Association; Warner M. Allen, of the Massachusetts Cooperative Bank League; Roscoe H. Pryor, of the Propeller Club; Thomas Linehan, legislative counsel for the city of Boston; Ralph M. Binning, head of the foreign department of the First National Bank; Robert M. Davey, executive director of the Housing Association of Metropolitan Boston; Gen John H. Sherburn, Capt Dennis McCarthy, of the National Organization of Masters, Mates and Pilots; Matthew J. Cummings, of the Massachusetts Associated General Contractors; Walter R. Guild, of the Massachusetts Warehousemen's Association; Capt Charles H. Hurley of the Foreign Commerce Club; John Q. Birmingham, chairman of the Boston Stevedores Conference; John T. Lang of the S. S. Pierce Company foreign department; Edward Connors, Guy Molinari, Boston manager of the Moore-McCormack Steamship Lines.

Opposing the legislation, Lothrop Withington, representing the Wiggins Air Terminals, called for an authority "with definite plans that would show some definite results," not a group with "a lot of visionary plans."

He said, "All the bill does is to transfer from the State Department of Public Works powers that already exist to a new body which could play with 15 million dollars."

"You would put 15 million dollars in the hands of five men who could can spend the money without the approval of the Governor and Council."

BOSTON LIFE UNDERWRITERS ASSOCIATION, INC.

AFFILIATED WITH
NATIONAL ASSOCIATION OF LIFE UNDERWRITERS
MASSACHUSETTS ASSOCIATION OF LIFE UNDERWRITERS

150 CONGRESS STREET - BOSTON, MASSACHUSETTS

TELEPHONE: LIBERTY 0324

WILLIAM C. COOGAN, EXECUTIVE SECRETARY

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DERAL ST.

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NORMAN W. ROWLEY
RICHARD F. WAGNER

March 5, 1945

Jay R. Benton, President
Boston Mutual Life Ins. Co.,
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

You are cordially invited to attend our annual Sales Conference to be held on Thursday March 22, 1945, at the Hotel Statler, Boston.

You are also invited to be our guest at luncheon at 12:30. Both the Conference and the luncheon will be held in the ballroom of the Statler.

I sincerely hope you will find it convenient to be present.

C

Cordially yours,

Montague P. Ford

Montague P. Ford
President



And Soon the Twain Shall Meet

By Illingworth, from the London Dail

THE BELMONT (MASS.) CITIZEN

Belmont Men At Banquet

Sitting at the head table at the luncheon of the 23rd annual conference of the Boston Life Underwriters Association on March 22 at the Statler were Joseph D. Griffin of 156 Common street, and Jay R. Benton of 3 Pequosettee road.

The Association is the oldest organization of its kind in the United States.

BELMONT HERALD, FRIDAY, MARCH 30, 1945

LOCAL MEN AT CONFERENCE

Joseph D. Griffin of 156 Common st., Belmont and Jay R. Benton of 3 Pequossette rd., were among those who sat at the head table for the luncheon of the 23rd Annual All Day Boston Sales Conference sponsored by the Boston Life Underwriters Association which was held Thursday, March 22nd at the Hotel Statler in Boston.

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

FEBRUARY



MARCH

March 22, 1945

To the Field Force:

The special effort in honor of President Jay R. Benton started January 22nd and will end officially March 31st. One week to go.

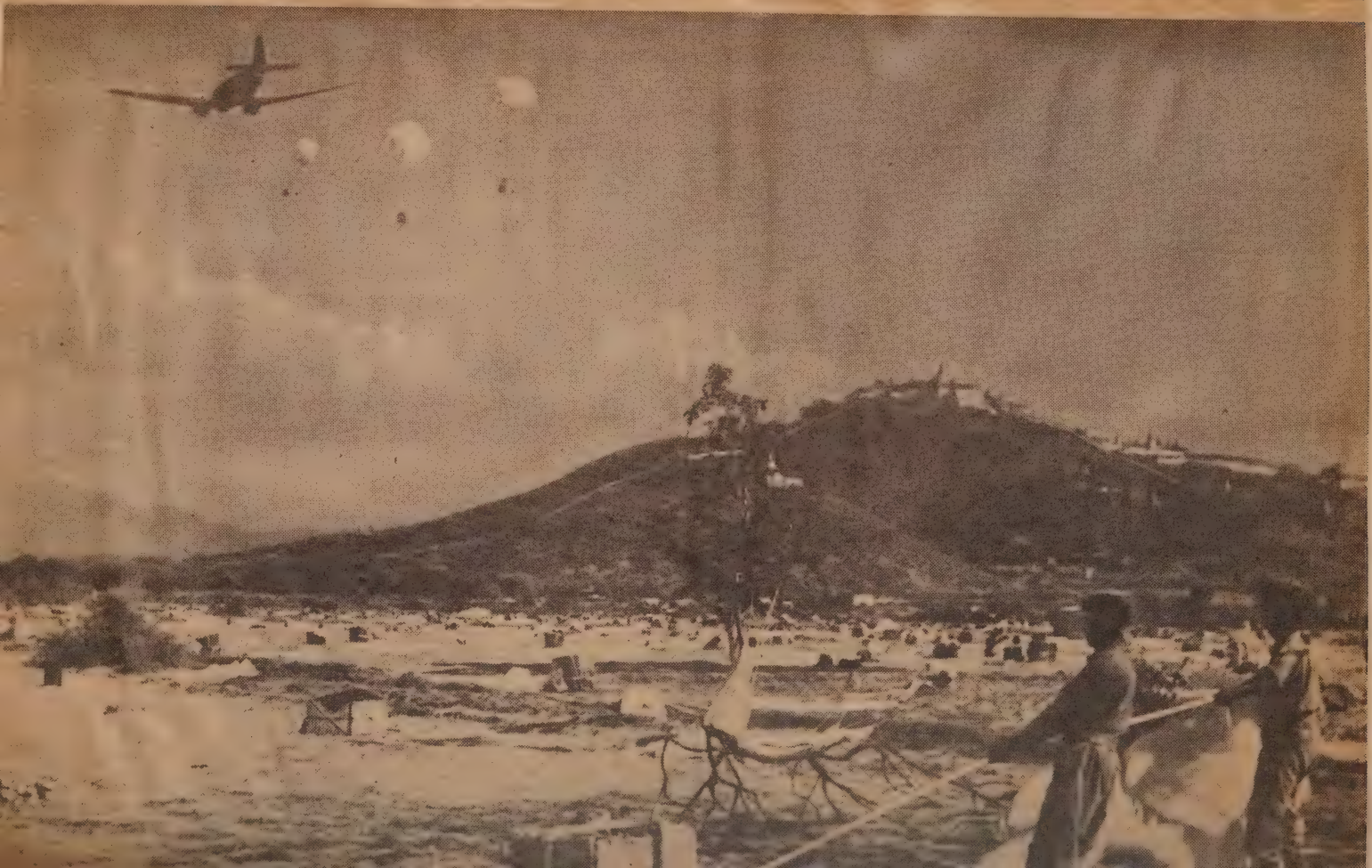
Production should continue uninterrupted right up to the last day. While all of it may not be issued for March, it will be for April and will count for your year's record which is always important.

A paramount thought at hand is the placing of all policies issued. Ordinary Issued up to and including March 31st will count in the campaign if paid for on or before April 15, 1945.

Make your slogan - 100% ordinary paid for in the President's Campaign.

Yours very truly,

W. H. Moody,
Supt. of Agencies.



FORECASTS 100 MILLION PORT HERE

Taxpayers' Head for Start at Once on Development

Development of the Port of Boston at a total cost of $100,000,000 was pictured by Executive Director Norman MacDonald of the Massachusetts Federation of Taxpayers Associations at a public hearing before the legislative committee on State administration.

WANTS PAID BOARD

Speaking on the bill to approve a bond issue of $15,000,000 for development of the port, he said this was just the beginning. He urged that the legislation to create a port authority with power should provide for the appointment of salaried members, instead of the unpaid members suggested in the original bill.

"Unpaid public service may attract a richer type of citizen. It doesn't necessarily attract a higher type," he stated. He protested that the State's highway system was "not much more than a series of dead-end streets."

In connection with the port development, Chairman John F. Cahill of the Democratic State committee, who served as an army engineer in the last war, asked the committee to amend the bill to provide for a huge bus terminal under the Public Garden.

Many in Favor

Others recorded in favor of the port improvements were Miles Illingworth of the Massachusetts Motor Truck Ass'n, Warren M. Allen of the Massachusetts Co-operative Bank League, Roscoe H. Pryor of the Propellor Club, Thomas Linehan, legislative counsel for the city of Boston; Ralph M. Binning, head of the foreign department of the First National Bank of Boston; Robert M. Davey, executive director of the Housing Association of Metropolitan Boston.

Gen. John H. Sherburne, Capt. Dennis McCarthy of the National Association of Masters, Mates and Pilots; Matthew Cummings of the Massachusetts Associated General Contractors, Walter R. Guild of the Massachusetts Warehousemen's Association; Capt. Charles H. Hurley, Foreign Commerce Club; Chm. John Birmingham, Boston Stevedores Conference; John T. Lang, S. S. Pierce foreign department; Guy Molinari, Boston manager, Moore-McCormack Steamship Lines; Edward Connors, Sumner Meade, and Clerk Thomas Dorgan of the Suffolk Superior Civil Court.

Lothrop Withington, representing the Wiggin Terminals, opposed the plan as "visionary."

Captain Jameson's Battalion Sets Firing Record

Recent action in the Bastogne Bulge has shown that the 212th Armored Field Artillery Battalion made a record day's mark for the battalion's 18 guns of 3,100 rounds fired at the enemy. Prior to this, the battalion's top mark had been 1,700 rounds in one day.

Commanding Battery A of the outfit is Capt. Winthrop S. Jameson of 3 Pequossette road and most of his men, former members of the Massachusetts National Guard, come from New Bedford. Another battalion record has been set for total rounds leveled at the enemy during offensive and defensive action. During a six-day period more than 2000 rounds per day have been expended, involving a supply problem of getting up ten full two and one-quarter ton trucks with trailers to the firing batteries daily through snow and freezing weather.

A former Harvard football star, Captain Jameson was recently awarded the Bronze star on the battlefield in Luxembourg Jan. 29 for "meritorious achievement in the Battle of Bastogne, Belgium." He is a graduate of Belmont High School, Exeter Academy and Harvard University, and has been overseas more than a year.

★ From the 6th Armored Division in the Bastogne Bulge comes the report that CAPTAIN WINTHROP S. JAMISON of 24 Payson road, former Harvard football star, commands Battery A of the 212th Armored Field Artillery Battalion. The 212th is a Massachusetts National Guard outfit whose forerunning organizations date back to 1638. Before its present operations in the Bastogne area, the unit commanded by Lt. Col. Phillip Pope, had fired a high of 1700 rounds in one day. Recent action has boosted the record day's mark for the battalion's 13 guns to 3100 rounds.

Another battalion record has been set for total rounds leveled at the enemy during offensive and defensive action. During a six-day period more than 2000 rounds per day have been expended, involving a supply problem of getting up ten full 2¼ ton trucks with trailers to the firing batteries daily through snow and freezing weather.

[illegible] 1943

Dear Dad —

[illegible] number of things I would like you to [illegible] and questions —

First [illegible], you will [illegible] in and out of the [illegible]. The latest report from one of the "wise" here is that we'll probably leave here by the — in which case I would like to fly to Boston from Jacksonville. It will take me 8 or nine hours and should cost only about $50 for I hear that it's $42 to New York. Of course, I want to pay for as much of the ticket as possible. I'll be getting one more pay ($24.53 of the war bond etc. is taken out) and [illegible]

send some of it along to you to save towards the ticket - I would appreciate it if you would call the East Boston Company and g... date on this matter and send it o... to me - in all probability it may be best ... the ticket is bought in Boston. I'll ... have little - no trie to get me here. ... "Kenvie" mind we'll probably be ... over was in 10 to 12 weeks and pla... he will give me 2½ extra days at h... so much for that -

Secondly - two letters concern... Exeter - please write Cunningham and g... the 12 season pictures ordered - it ... still owe $4.50 for them. Also write ... Thomas Folds and make a Pen... for ... me - This is one year book that I've go... to have -

Chap Carpenter wrote and was ... to know if you'd mind if he and ... boy came to Pequossette Rd. for a week ... (They have some gun friends to look up ... want a place to stay and be invited ... I said of course that he could c... and he'd have to do is write y...

- I guess I'd want permission up to date
just like old times with me —

I guess that's anything — more than
enough, in fact —

more,

Nick

P.S. Did you get my letter in New York?

send some of it along to you to save toward
the ticket - I would appreciate it if you

THE ADJUTANT GENERAL OF MASSACHUSETTS
STATE HOUSE
BOSTON

March 7th 1945.

Dear Jay:

Warmest thanks for handing my request in your usual thoughtful and gracious manner. I have received the menu of the March 17th dinner of the "Friendly Sons". I hope you enjoyed the program and the dinner to the full.

Gratefully
Billy

out, all-front offensive to crush the last embers of Nazidom in Europe was vir-
the way.

The full striking power of the Allied air forces has been unleashed against Germany in a momentous attack which may ring up the curtain on the final battle for Germany.

A heavy smokescreen, the longest and densest ever thrown up by the tactical forces, has been shrouding the northern end of the western front for days. Yesterday it stretched to cover 66 miles of the Rhine's west bank.

Most of N. E. Blanketed by Light Snow

Snow covered most of New England today, but the white covering melted quickly and seeped into a soil softened by the summer-like temperatures of three days ago.

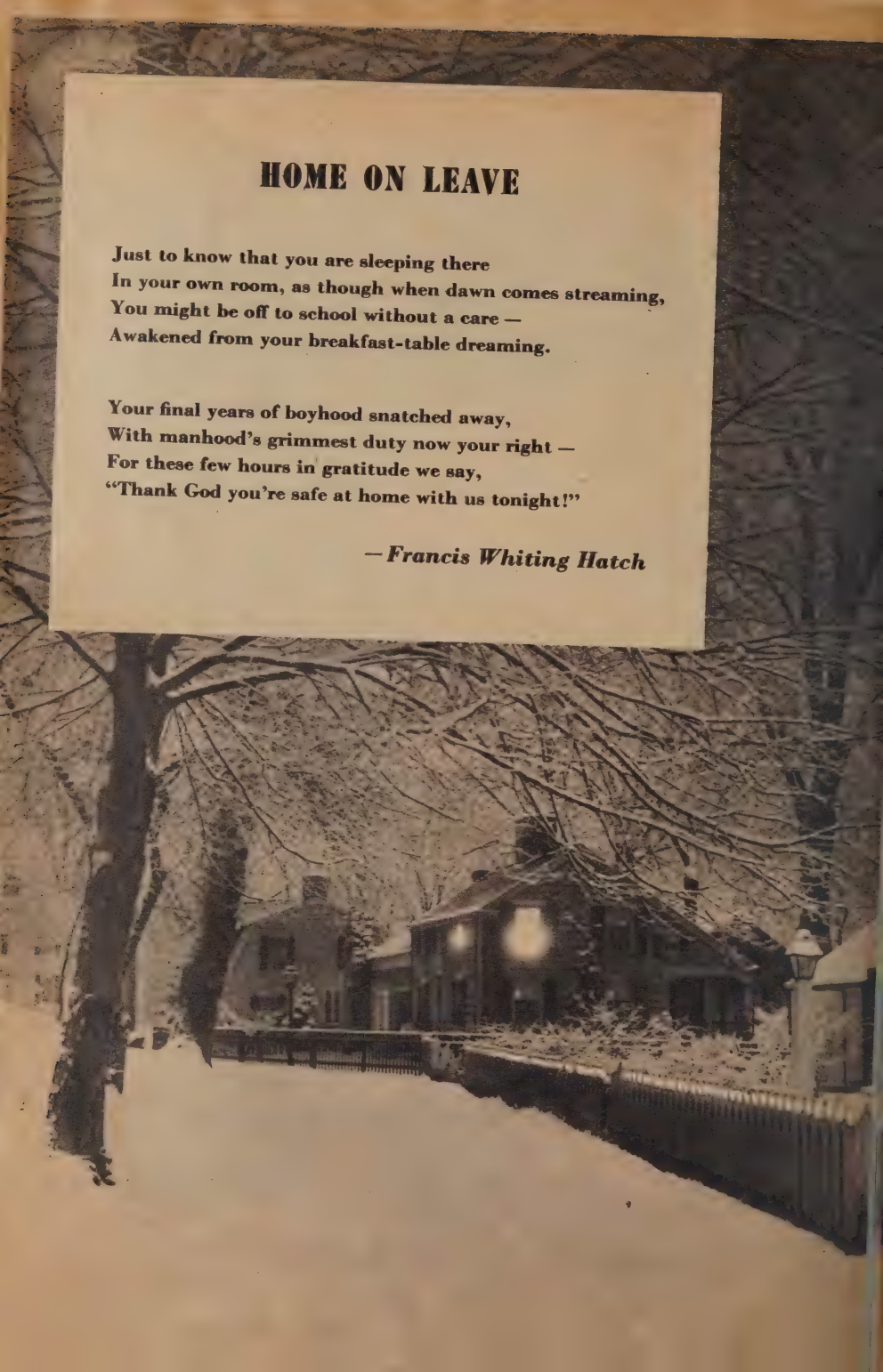
It was only a light snow fall that visited this state, being less than an inch in depth.

Three short days made a sharp contrast in Boston, with dull, gray skies replacing the cheerful azure canopy of Tuesday. A white carpet hid the promising green landscape that augured the arrival of spring. Park benches, so well populated early in the week, were deserted and a raw, damp wind chilled aging bones that on Tuesday seemed to be rejuvenated by a life-giving warm sun.

Boston, in truth, was back to its traditional spring and the forecast was not promising, with sub-normal temperatures being predicted for Sunday and Monday, following mild weather tomorrow. Then will come warmer weather about Tuesday or Wednesday.

Friday, March 23rd 1945

A light covering of snow on the ground. For breakfast - orange juice - wheatgerm scrambled eggs + mushrooms - toast - iced coffee - to the square with Frances. Subway. Office - to the Post office to get letters off fast. To Grants for 3 Books, to Dennison's for an Easter card for the Baby. To the Chamber of Commerce to get more letterheads, Office - at 12 over to the First National to take out one million U.S. Treasurys - to Rozoff's on Summer St with Everett Shaw for lunch. Sea Food Plate Rolls - Iced Coffee. Orange - to the Bank again to take in one million four hundred thousand Treasuries - Office - With Edna To Kirstein Branch Library to get Real Estate Agents for Shore Rents to send to Phyllis' husband. Arthur Griffin, the Globe Photographer, was there taking some pictures - and had me in one looking at a dictionary - Strange episode! Office - Walk to 5.50 - then in Woodys car over Leary + Mansfield - to Allston then home - Iced Coffee. Dinner at 6.30 Tomato Bisque. Filet of Sole. Potato Au Beurre. Mushroom Carrot + Pea Compote. Lettuce Salad. Milk. Banana Shortcake.



HOME ON LEAVE

Just to know that you are sleeping there
In your own room, as though when dawn comes streaming,
You might be off to school without a care —
Awakened from your breakfast-table dreaming.

Your final years of boyhood snatched away,
With manhood's grimmest duty now your right —
For these few hours in gratitude we say,
"Thank God you're safe at home with us tonight!"

— Francis Whiting Hatch

DAVID CAME HOME TODAY!!!

Saturday, March 24th 1945

This was one of the happiest days in our lives! David came home from overseas! The last time I saw him was on Nov. 10 1943 when he took the train to go to Carlsbad, New Mexico - since then he won his wings, was married to Jeanne last April, went overseas last June - with the Eighth Air Force flew over all the European Combat zones - completed his missions on January 1st - after that was hospitalized - his first Baby was born on March 1st - and after long and anxious days - at 4.30 this afternoon he walked in the front door - looking just like the old Dave - tall - straight and tanned by the ocean voyage. The Convoy had come to New York and first he went to Camp Kilmer - then by night train to Dexter - released there he took a train from Ayer to Waltham - Bus to Waverley - and the electric car to Oakley Road - Home at Last!!!

Was laaffices all the rest of the day. The sun was bright so I got some good pictures out on the lawn. Then came various good friends for Cocktails - Ed & Edith Baker - Helen Jameson - Leo & May Leary - Herb. & Elise Rogers - later John & Mary went down to Cambridge with Helen Jameson. David, Frances, and I had dinner together - He had a special large broiled live Lobster - we had fried oysters - french fried Potatoes - I went to bed early - excited, tired, and batty.

Up early this morning, getting ready for David's arrival. First John & I took off the storm windows on the front porch, then brought out the Grey Rug and the porch furniture from the Cellar - next put the tables & chairs out on the west lawn. At 11 went up to Cushing Square with Frances - bought a lot of Fruit at the Middlesex Fruit Co. Back to the house - to Harvard Square

with John to the Harvard Coop. Bought a book "Looking into the 8 Ball" — the Sunday PM at the Greeks, assorted Nuts at Kenks, Green Paint and brush at Woolworth's, a dozen Bulkie Rolls and four bags of assorted Candies at Sages, stopped at Ryan the Florist at Mount Auburn. Bought 2 potted plants, an Easter lily and a cineraria. a Stop at Griffin's to leave Beer Bottles + Back to the house. Lunch at 1.30. Lamb. Roast Lamb in Gravy. Liederkranz cheese Rye bread. Gravy. Fruit. John sawed off the broken limbs on small trees on our south elevation line, also the limbs of the white ash that were sticking against the house. Painted the exposed sawed ends with green paint.
Went up stairs to dress up - dear at 4.30 I thought - heard the telephone — rushed to the head of the stairs — and there below was standing my son David beside his Mother !!!
Be quiet my thrilling Heart !!!

THE BELMONT (MASS.) CITIZEN

Friday, March 30, 1945

Lt. David Benton, Missions Over, Home On Leave

Lt. David Benton of the 8th Army Air Force arrived at Fort Devens Saturday from overseas. He is now on a 28-day furlough.

After spending Saturday night at home with his parents, Mr. and Mrs. Jay R. Benton of 3 Pequossette road, Lt. Benton left Sunday morning to join his wife and young baby at Arlington, New Jersey.

BELMONT HERALD, FRIDAY, MARCH 30, 1945

★ LT. DAVID BENTON, Eighth AAF, arrived at Fort Devens Saturday from overseas, for a twenty-eight day furlough. After spending Saturday night at home with his parents, Mr. and Mrs. Jay R. Benton of 3 Pequossette rd., Lt. Benton left Sunday morning to join his wife and baby at Arlington, N. J.

WAR DEPARTMENT PAMPHLET NO 21-4

INFORMATION FOR SOLDIERS

GOING BACK TO CIVILIAN LIFE







MARCH 24, 1945





MARCH 24, 1945





MARCH 24, 1945





MARCH 24, 1945





MARCH. 24, 1945

GRIN AND BEAR IT By Lichty



©1946, Chicago Times, Inc.

"—And that's where we fought for cigarets—over yonder is where your mother battled for meat and there's where the ration board was dug in!"

ADQUARTERS
POLICE
BOSTON
KELEY STREET
AS F. SULLIVAN
E COMMISSIONER

City of Boston
Police Department
Office of the Commissioner

October 24, 1945

Mr. Jay R. Benton
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

May I express to you the sincere appreciation of the entire personnel of the department for your contribution of $5.00 to the fund for the benefit of the family of the late Patrolman Frank B. Callahan who died from bullet wounds received in the line of duty.

It is an inspiration to the men of the department to know of the personal interest taken in the welfare of the stricken family of a valiant officer.

Mrs. Callahan and her family have asked me to tell you how grateful they are for your kindness and generosity.

Sincerely yours,

T. F. Sullivan

TFS/r

Police Commissioner

EXTRA

WEATHER
Fair
Details on Page 3

BOSTON EVENING AMERICAN

VOL. XLII—NO. 4

Entered as second class matter at Boston postoffice
BOSTON, SATURDAY, MARCH 24, 1945 24 PAGES PRICE 3 CENTS

RACING-SPORTS
8 STAR

THIS IS IT

THE BIG PUSH

head the greatest air armada ever to leave England rained death on the besieged Nazi fortress. The magnitude of the effort is pointed up by the following dispatches:

OFFICIAL

PARIS, March 24 (AP)—Allied troops crossed the Rhine in assault boats and with airborne landings north of the Ruhr today. The river crossings were made on a broad front by Allied forces of Field Marshal Montgomery's 21st Army group and airborne landings by troops of Lt. Gen. Lewis H. Brereton's First Allied Airborne Army, it was announced officially.

The river barrier was crossed with the assistance of Allied navies.

LONDON, March 24 (AP)—Reuters announced today it had heard a German broadcast saying a big Allied offensive had begun over the lower Rhine. As heard by Reuters, the broadcast said powerful British forces had crossed the stream in assault boats on both sides of Wesel, at the entrance to the Ruhr. "Shock troops succeeded in reaching the right bank of the Rhine but were swiftly wiped out," Reuters quoted a German news agency as saying. "A gigantic battle is to be expected here immediately."

Dodging a definite statement whether the reported landing was successful, the Berlin agency said "so far as it is known" the troops which reached the east bank of the stream were wiped out. Reuters said earlier that the German agency had declared flatly that the forces were destroyed.

WITH THE U. S. FIRST ARMY ACROSS THE RHINE, March 24 (AP)—Against a mystifying lack of resistance, Lt. Gen. Courtney H. Hodges' troops advanced 4000 yards today along the Rhine's east bank north of Coblenz.

MONTGOMERY'S HEADQUARTERS, March 24 (AP)—Pilots flying over Germany east of the Rhine and north of the Ruhr before dawn today reported seeing "whole towns and villages burning like torches."

LONDON, March 24 (AP)—The Red Army has thrown its full weight into battle in the Kuestrin area in an apparent frontal assault on Berlin, a German broadcast quoting the High Command declared today.

LONDON, March 24 (AP)—The greatest armada of Allied aircraft ever to fly out of England at one time crossed the Strait of Dover this morning a few hours after RAF night bombers had made another merciless attack on German troops in the Ruhr Valley area east of the Rhine.

At 10 a. m. the German warning service reported five bomber fleets over the Reich. Coastal observers said the sky was so full of aircraft that it was impossible to estimate the numbers.

D-Day on the Rhine:



A thick smoke bank, laid down by American units to shroud the crossings, drifts over the water

Associated Press Wirephoto (U. S. Sign

Latest Pictures Of Rhine Crossings By Air and Water

The crossing of the Rhine was not only a naval operation—it was a great airborne operation, comparable to the landings in Normandy and Southern France. An Allied aerial force said to number 40,000, descended in gliders or drifted down in parachutes behind German lines to disrupt the enemy rear. Four American generals were among the parachutists. British and American forces of Marshal Montgomery's 21st Army Group have broken across to make contact with the U. S. 17th Airborne Division and the British 6th Airborne Division. In this picture troops of the British 2d Army on the east bank of the Rhine look up as tow planes and gliders pass overhead.

U. S. Signal Corps Radiophoto



U. S. 9th Army troops are shown in outboard motor boats as they started their trip across the Rhine south of Wesel. Today the 9th is driving for the Ruhr. *Signal Corps Radiophoto*



Far to the south, Gen. Patton's 3d Army has its own bridgehead. This LCVP (Landing Craft Vehicles and Personnel) was one of the first across. *Signal Corps Radiophoto*



Land Supplies

U. S. Army barges pull alongside the east bank of the Rhine to discharge supplies and troops of the U. S. Ninth Army for the drive toward Berlin. Hundreds of these barges have been placed in constant service while pontoon bridges are being thrown across the river.

Associated Press

OUR FAST-MOVING AIRBORNE FORCES COME DOWN TO EARTH



While paratroopers scurry to take up their appointed positions, a glider noses to a landing with additional men during the great Allied crossing of the Rhine by air. Associated Press

THE AMERICANS ON THE MARCH THROUGH GERMANY



Infantrymen of the Seventh Army advancing in the city of Mannheim

Associated Press Wirephoto (U. S. Signal Corps Radiophoto)

3/24/45

Playing Safe for V-E Day



CHARLESTOWN STORE BOARDS UP

McCarthy Bros. at Hayes Sq., Take No Chances in Case of Surrender Celebration.

International News Photo by Carleton Patiguin

End of War Rumor Exciting but Untrue

No, it isn't over. Not yet.

But a whisper, that grew to a yell and then to a shout that was heard all over the country created the greatest excitement since the false armistice of 1918—that the war in Germany was over.

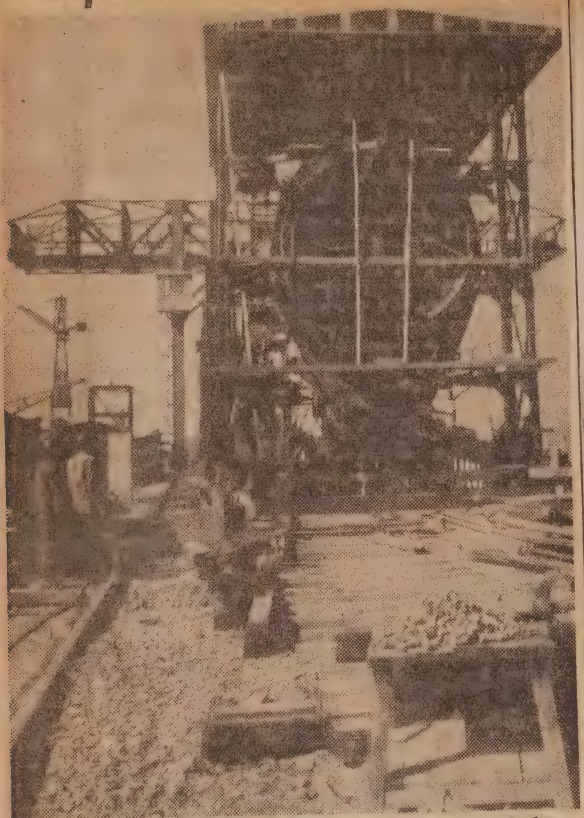
Police and newspaper offices were flooded with calls. Some folks said they heard it was coming at midnight. Others said the news was being withheld and that it wasn't right.

In Boston, some store owners boarded up their windows as soon as the rumor spread. Police did advise liquor dealers to remove all bottle displays from their windows and did advise owners of other stores to remove anything of value.

Police Commissioner Sullivan and Supt. Fallon, after conferring at headquarters, issued orders to all divisions and units to have all policemen off duty to stand by at home in case the good news came through, and then to report at once to division headquarters.

More persons claimed to have pipelines to Washington and to Europe assuring them that it was so than there are the combined diplomatic services of the United Nations. In fact, if all the pipelines claimed to have been working yesterday were placed end to end, they would have girdled the world seven times and a half.

Capture U-Boat Factory



SOLDIERS OF the U. S. First Army take a good slant at the partially-completed forward section of a German sub, still on the ways of a Rhine river factory captured in the Yanks' advance. (AP Wirephoto)

PARIS, Sunday, March 25 (AP) —Four Allied armies
ed Germany's Rhine River Line in a historic crossing
erday, invaded the flaming Ruhr and North German
n on a solid front of more than 30 miles, and plowed
to five miles inland in the long-awaited end-the-war
nsive.

Sunday, March 25 1945

Up earlier than usual - and dressed at 7.30 as David was leaving. Picked a two minute steak for breakfast and then Jolan drove him into the Back Bay Station where he took the 9 o'clock train - he will go right through to Newark and in about five hours will be reunited with his wife Jeanne - a drive to Arlington and then for the first time will see his Baby!

Jane brought up my breakfast at 8.45 Orange juice - wheat germ - scrambled eggs - Kippered Herring - Half a Buttie Roll - Iced Coffee. Read the Sunday papers got up on my diary - Up at 11. Shaved. Dressed - Up to 11 Pat & Arme to call on Mother - found her in good spirits. Back to the house to find quite a group gathered on the West Lawn. Helen Mussa and Barbara and her two Boys Rossand Jameson - Herb Lizzie and Rachel - took pictures. Dinner at

Dinner was at 2.15 - a fine roast Beef - Roast Potato - and gravy - Pot-O'Vers - Onions with Butter - Summer Squash - Milk. Fruit Cup. Sliced Pineapple & Strawberries - Rested all afternoon + at 6 - 8 o'clock a hot Tub Bath - at 7.30 I had a snack supper prepared by Frances. Roast Beef and gravy on Half a Bulkie Roll - Milk. John went into the hockey playoffs with Kathleen and Jane - and Mary was out again with the Cambridge girls.

SENT TO DAVID, PETER, & NICHOLAS

Sunday evening, March 25, 1945

Always start off with the Big News first. David came home last night. We ot seen him since November 10th, 1943. He looked fine -- just the same old Dave - a good coat of tan acquired on the ocean voyage. Of course, the house was all ement. There was a hurried round-up and at the party before dinner were Ed and Baker, Leo and Mary Leary, Helen Jameson, Herb and Elise Rogers. John and Mary down to Cambridge to eat. David, your Mother, and I had dinner together -- a broiled live lobster for David while Ma and Pa had fried oysters. David was good and early this morning, John driving him into the Back Bay Station and now reunited with dear Joanne and has seen his darling baby for the first time.

Your Mother and I had an altogether delightful time on our trip over to see aby. We went over on the ten o'clock on Friday, the sixteenth -- stopped at the rf Astoria. Mr. Proctor came with his car to take us to Arlington, New Jersey. ached there about five -- and saw the youngster -- the cutest and cunningest e girl you ever saw. I sent you all sixteen flash pictures that I took and you d have had them before this letter reaches you. We stayed for dinner at the ors and had a fine salmon. Ma and Pa P. rode back to New York with us and we d a round of highballs in Peacock Alley.

Saturday we had breakfast in the Horse Grill -- then I walked down to the Carlton to contact Leo Leary. Your Mother went over to 5th Avenue to do some ing. At 12:30 Mr. Proctor came again to drive us out to Arlington -- more looking

looking at the baby. We had lunch there -- a fine roast ham. Back to New York 5:15 -- Dressed -- Judge Leary and I went to the Big Dinner of the Friendly Sons St. Patrick at the Hotel Astor and your Mother and May Leary went to dinner at the el Lafayette. Sunday morning I took the bus over to Arlington as I wanted to see baby again. On the way back to New York, stopped at Weehauken Heights to see spot where the duel between Alexander Hamilton and Aaron Burr took place. From re through the Lincoln Tunnel and to the Rahr's Pent House. Your Mother had been Church at St. Patrick's and reached 21 East 87th before I did. We stayed for lunc mroom soup and club sandwiches -- rushed by taxi to the hotel, finished packing -- Grand Central -- the 3 o'clock. The Learys had pullman seats right by ours and had a pleasant trip. John met us with the car at Back Bay.

Spring is here at last and, by strange coincidence, I was standing with Davi the east window when I saw my first robin yesterday afternoon. He was bobbing up down on the lawn and saying a new season is at hand. On a sunny day in March, is a pleasant place. The snow is gone and the warmth of the sun penetrates one' and the appearance underfoot of dry sidewalks seems almost too good to be true. bluejays flash among the sumacs and the maples in the "jungle" and it was good th to sit in the sun out on the West Lawn. John and I had brought all the furnitur yesterday -- as we did for the sun porch -- and the blue vase was hung and your er broke off a few shrub branches with green buds to put in it. Inside in the blue vase are pussy willows and on the bookcase an Easter Lily. I must bring note to a close beauuse I have to draft a speech I am to make this Tuesday ing and I am beginning to feel drowsy. So good night, my dear Son.

RCC





OUT ON THE LAWN.
FIRST TIME
THIS SPRING.

SUNDAY- MARCH 25-1945





SUNDAY, MARCH 25-1945

Service Club
CAMP BLANDING
FLORIDA

25 March '45 - Sun Morning

Dear Ford -

This note comes somewhat in a scribbling vein as I am writing letter & packing from your pa & mother & sis. Last night we received from the front - mail weeks mail. Consisted of 3 letters and a War Tonight from Roy and a letter from Jimmie and Billy - not any more than I should. Boy the mail is the greatest thing in Camp - next to food.

Any however more interesting each day - passed my driving test - don't know about a license yet - quite a number of boys who have civilian license failed.

Our party was a big success - you never saw so much beer - no! not even the empties on the back steps - Everything to eat -

Am going to Jacksonville for

Easter - going to meet Dailor pal down Fortu
[illegible] will probably get back here -
have pile work to. will try to get all
through to Belmont - Be prepared for a
ring anytime Sat nite or Sun morn.
Dee usually waits 7 or 10 hours before call
get through and at night it would take
less time for calls to get through -

Must close now - hope to
hear from you all soon -

Love,
Mike



Taking a break, just before the battle . . . This picture, just released, shows infantrymen of the 89th Division, U. S. 3d Army, resting on a hillside in preparation for crossing the Moselle. Today, having bridged the Moselle, they may be among Gen. Patton's forces plunging deep into Germany. *Signal Corps Photos*

norary Chairman
MAURICE J. TOBIN
nor of Massachusetts

Honorary Vice Chairman
HON. JOHN E. KERRIGA
Mayor of Boston

1945 RED CROSS WAR FUND

FOR GREATER BOSTON

101 MILK STREET BOSTON 9, MASSACHUSETTS
Telephone LIBerty 2380

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Jacob J. Kaplan
Halfdan Lee
Ralph Lowell
Daniel J. Lyne
Edward R. Mitto
Joseph E. O'Con
G. Willard Smith
James V. Toner
David M. Watch
Sinclair Weeks

March 16, 1945

Dear Mr. Benton:

As you know, March 26 is the official closing date of the campaign, and the final round-up dinner, which we all hope can be characterized as a Victory Dinner, will be held that evening at the Statler Hotel at 7:00 o'clock in the Main Ballroom.

It will give me great pleasure if you will come as my guest to a cocktail party for the Section Chairmen, their Group Chairmen, and Staff Secretaries and their assistants in the Financial Division. We shall meet in Room F, Mezzanine Floor, prior to the dinner.

Very truly yours,

S. St. J. Morgan, Chairman
Financial Division

P

Mr. Jay R. Benton
Boston Mutual Life Ins. Co.
160 Congress Street
Boston, Massachusetts

March 20, 1945

Mr. St. J. Morgan
c/o State Street Trust Co.
State and Congress Streets
Boston, Massachusetts

Dear Mr. Morgan:

Thank you for your note about your preliminary party at the Statler on next Monday evening. I hope to be able to drop in for a little while.

I have just called the company chairmen of the Loyal Protective and Mass. Hospital Life and they promised to have their reports in by Thursday. The other companies Mrs. Samuelson has heard from several times anyway.

Yours very truly,

Jay R. Benton

JRB:BCC

BATTLE GOING EXTREMELY WELL"—MONTGOMERY



PATTERN FOR FINAL VICTORY—Gen Patton's armored legions were lunging eastward today u blackout as advanced spearheads were more than 40 miles east of the Rhine (in Mainz sector) and les from nearest Russian forces. Stalin's Armies meanwhile threatened Vienna in new massive offensive. F now coordinated Allied thrusts will envelop Ruhr and eventually cut Greater Germany into three parts.



The Historic
Carver House

HOME of THE Chowder Bowl

nber 12, on Quaint Carver Street, in Boston, Mass.. 3/26/45

CHOWDER BOWL

12 Carver Street
Boston

OYSTERS and CLAMS

Fresh Opened Oyster Cocktail, half dozen
Fresh Opened Little Neck or Cherrystone Clams ..... dozen .65; half dozen
Baked Oysters (8)

OYSTER, CLAM and LOBSTER STEWS

Fresh Opened Oyster Stew ..... Large
Fresh Opened Clam Stew ..... Large
Fresh Opened Lobster Stew 1
Lobster Newburg 1

CHOWDERS

Famous "Chowder Bowl" Fish Chowder ..... Small
Famous "Chowder Bowl" Fish Chowder ..... Large
Ipswich Clam Chowder ..... Small
Ipswich Clam Chowder ..... Large

NEW ENGLAND BAKED BEANS

Oven Baked Beans and Brown Bread and Relish with:
Ham or Fish Cake or Frankfurter

SALADS

Fresh Lobster	1.15	Fresh Crab Meat	
Fresh Shrimp	.75	Combination	

French or Mayonnaise Dressing served with all Salads

SANDWICHES

Served with Relish and Cold Slaw
On White or Rye Bread

American Cheese	.25	Ham	
Bacon and Lettuce	.30	Lettuce and Tomato	
Bacon and Tomato	.30	Lobster Salad	
Chicken	.50	Sardine	
Chicken Salad	.50	Shrimp Salad	
Crab Meat Salad	.40	Tuna Fish	

DESSERTS

Pudding with cream	.10	Pie a la Mode	
Pies	.15	Ice Cream	
Cream Cheese	.25	Camembert	
		Roquefort	.25

HOT and COLD DRINKS

Cup of Coffee ..... .10 Cup of Tea ..... .10 Milk .....
Iced Tea or Coffee ..... .10 Ginger Ale ..... .10

Massachusetts Old Age Tax 5% on single checks amounting to $1.00 or more

Open Daily Except Sunday 11 A.M. to 8 P.M.

5c DINNER SPECIAL

Grapefruit Juice
or
Appetizer of Oysters on Half Shell
★
Large Clam
or
Fish Chowder
(*Help Yourself to More Chowder*)
★
Pickles Cole Slaw
★
ert Tea or Coffee

95c DINNER SPECIAL

Grapefruit Juice
or
Small Bowl Fish Chowder
★
New England Oven Baked Beans
with
Ham — Fish Cake — or — Frankfurter
★
Pickles Cole Slaw
★
Dessert Tea or Coffee

.90 DINNER DE LUXE

Oyster Cocktail
or
Baked Oysters
★
Pickles Cole Slaw
★
Fish or Clam Chowder
★
Lobster Newburg
★
Lettuce and Tomato Salad with Dressing
★
rt Tea or Coffee

rices listed are our ceiling prices unless otherwise indicated, in which case they are below ceiling prices. Records of these prices are available for your inspection.

"Right in the Heart of Boston"

On quaint CARVER STREET, named after one of Massachusetts' first Governors, the Chowder Bowl once again offers the hospitality of olden days. Here in this charming old house, built over 150 years ago, with its seven old fireplaces (one with a real Dutch oven), its quaint little stairway and old recessed windows, people now gather for a convivial meal. Attached to the little house is the old carriage house, as rural as a haystack, where you are easily transported many miles from the noisy city.

Years ago, the Chowder Bowl was a real old-fashioned boarding house known as the Carver House which catered to the nicer theatrical folk. With its transformation now to a restaurant specializing in serving luscious Yankee chowders, New England oven baked beans (baked on the premises), and other specialties, it is the sincere hope of the management that we have added to your eating pleasure.



THE NEXT MEETING

of the Beacon Society will be held at the

Algonquin Club, Monday evening

March 26, 1945

This is the last for this season

Reception at 6:15 o'clock

The Guest and Speaker will be

THE 397TH MEETING MARCH 26TH. 1945

STUART CHASE

whose subject is "Is Full Employment Possible?"

Stuart Chase, a onetime Boston C.P.A., educated at M.I.T. and Harvard, is today the best known and most respected of the New Deal economists. He is the author of numerous well-known economic and social treatises, including "Men and Machines," "The Tragedy of Waste," and "Your Money's Worth."

You may expect an able and provocative talk about the hoped-for "Economy of Abundance" after the peace.

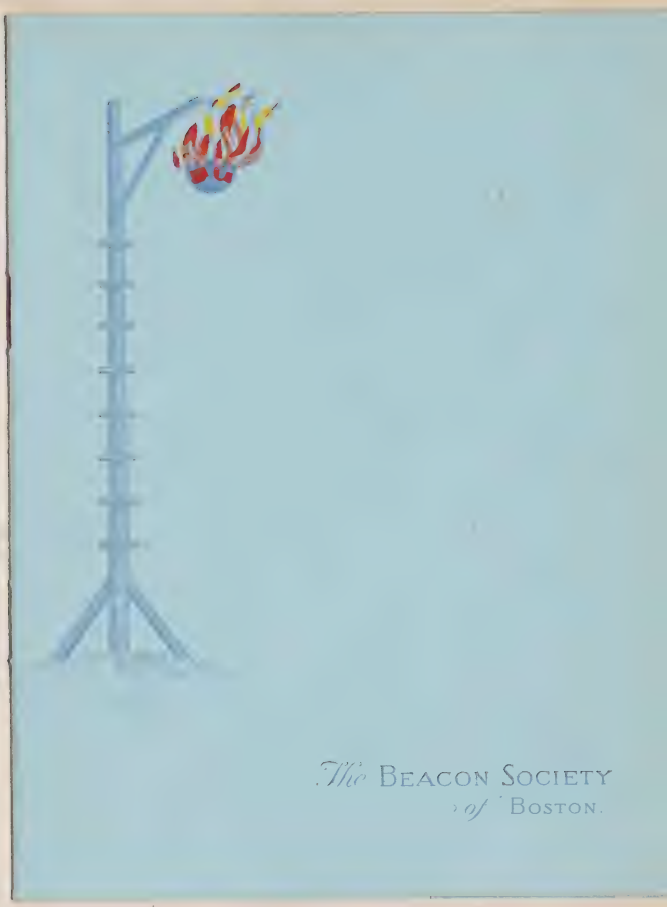
Will you please reply promptly and notify the Secretary not later than 4:00 P.M. on Monday if there is any change in your plans. Otherwise we are charged for reservations whether for members or guests.

Everett S. Litchfield, Secretary
Laf. 5700

March 9, 1945

P. S. Due to serious illness STUART CHASE cannot be with us on Monday, March 26, but we have been very fortunate in securing as a speaker WENDELL BERGE, Assistant Attorney General of the United States and successor to Thurman W. Arnold in the handling of prosecution under the Sherman Anti-Trust Act.

March 19, 1945



3/26/45

THE THREE HUNDRED AND NINETY-SEVENTH

MONTHLY MEETING

OF

THE BEACON SOCIETY OF BOSTON

AT THE ALGONQUIN CLUB

MONDAY EVENING, MARCH TWENTY-SIXTH

NINETEEN HUNDRED FORTY-FIVE

3/26/45

The Guest and Speaker

will be

Wendell Berge

Assistant Attorney-General
of the United States

MENU

Manhattans
Martinis

Bourbon
Scotch
Rye

CANAPES

OYSTER COCKTAIL

BLACK BEAN SOUP

Gold Seal Extra Dry
Champagne

SMOKED CATSKILL MOUNTAIN TURKEY
WITH CREAMED VIRGINIA HAM
BOILED SWEET POTATOES
CHOPPED SPINACH

WALDORF SALAD

Imported Brandy

VANILLA ICE CREAM
HOT CHOCOLATE SAUCE

Puck Cigars

DEMI-TASSE

3/26/45

President
LELAND POWERS

Vice-Presidents
WILLIAM C. CHICK ROBERT J. DUNKLE, Jr.

Secretary-Treasurer
EVERETT S. LITCHFIELD

Executive Committee
the above named officers and
HARRY R. TRAINER HARRY A. WHEELER
ALBERT W. TODD BYRON K. ELLIOTT RICHARD L. BOWDITCH

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Adams, L. Sherman
Anderson, Arthur J.
Benton, Jay R.
Benton, Josiah Henry
Bessell, Maxwell E.
Bird, Adriel U.
Bird, Paul P.
Blake, Ernest H.
Bond, Raymond A.
Bowditch, Richard L.
Brace, Lloyd D.
Brewster, Ellis W.
Brickley, Bartholomew A.
Brown, George R.
Bucklin, Walter S.
Burrough, Rudolph
Butts, Chester C.
Byrnes, Clifford H.
Carroll, Frederick A.
Carter, Harry D.
Carter, Lyon
Chapman, Harry R.
Chick, William C.
Clapp, Eugene H.
Clark, Paul F.
Clark, Philip M.
Clute, Howard M.
Collins, William H.
Cornish, John J.
Cox, Channing H.
Crafts, James F.
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Davis, William F., Jr.
Dennison, Maurice W.
Denton, George R. S.
Derick, Clifford L.
Dillingham, Isaac B.
Downer, Cutler B.
Dunkle, Robert J., Jr.
Dupee, Norman E.
Edgar, Leavitt L.
Edgehill, L. U.
Elliott, Byron K.
England, George C.
Estabrook, Robert F.
Fairfield, Herbert G.
Forbes, Henry W.
Galvin, Joseph A.
Garcelon, William F.
Gibbons, John J.
Graham, Collins
Hancock, Grenville L.
Heath, Melville F.
Henderson, Gerald
Herrmann, Carl S.
Highman, H. Ainsley
Hight, Clarence A.
Hildreth, Horace A.
Hotchkin, William C.
Howard, Herbert H.
Hunter, Louis J.
Ilg, Raymond A.
Ives, Frederick Manley
Johnson, John H.
Johnson, J. Leonard
Johnston, Joseph W.
Kendall, Herbert W.
Keville, William J.
Kneeland, Herbert A.
Le Favre, William O.
Leighton, George E.
Libby, William P.
Litchfield, Everett S.
Lotz, Edward H.
Lyman, Frank W.
MacAusland, W. Russell
Meier, Robert C.
Miller, George C.
Mitton, George W.
Morse, George W.
Munro, Louis W.
Nichols, Henry J.
O'Brien, Frederick W.
O'Connell, Joseph E.
Paddock, William W.
Pearson, Robert L.
Percival, Frank
Peters, G. Edwin
Powell, Joseph W.
Powers, Leland
Proctor, James H.
Purdy, Orville N.
Ridley, Horace S.
Rockwood, Albert W.
Rose, James
Russell, Arthur M.
Santry, Arthur J.
Sargent, John A.
Sharp, Alton B.
Sides, Andrew B.
Spaulding, Huntley N.
Spencer, Charles E., Jr.
Sprague, Howard B.
Stack, Lee P.
Stone, Robert G.
Sullivan, Robert A.
Talbot, Fritz B.
Thom, Douglas A.
Tobey, George L., Jr.
Todd, Albert W.
Trainer, Harry R.
Vogler, William H.
Wall, Frank J.
Wardwell, Sheldon E.
Wetmore, V. C. Bruce
Wheeler, Harry A.
Wiggin, Arthur M.
Wiggin, Morrill
Wiggin, Parry C.
Wilkinson, Alvin T.
Wood, Herbert A.
Wyatt, Clarence W.
Young, Thomas R.

PAST PRESIDENTS OF THE BEACON SOCIETY

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1884	JOHN C. PAIGE
1886	JOSIAH H. BENTON, JR.
1888	JOSIAH W. HAYDEN
1889	FRANCIS W. BREED
1890	GEORGE G. CROCKER
1891	ALBERT A. POPE
1893	CHARLES O. STEARNS
1896	SAMUEL WELLS
1897	LUCIUS TUTTLE
1900	GEORGE M. GARLAND, M. D.
1902	J. NELSON PARKER
1905	ISAIAH R. CLARK
1907	EVERETT C. BENTON
1909	HENRY F. HURLBURT
1912	J. NELSON PARKER
1914	LOUIS A. COOLIDGE
1917	ARTHUR E. CHILDS
1919	THOMAS W. PROCTOR
1920	EDGAR R. CHAMPLIN
1921	CARL P. DENNETT
1923	JOSEPH W. POWELL
1925	HAROLD G. DONHAM
1927	WILLIAM H. COOLIDGE
1929	WILLIAM F. GARCELON
1932	GERRIT FORT
1937	CHANNING H. COX
1939	JAY R. BENTON
1941	PAUL F. CLARK
1943	WINTHROP L. CARTER

3/26/45

March 26, 1945

Boston Herald
80 Mason Street
Boston 12, Mass.

Gentlemen:

Kindly find enclosed my check for $2.70 for 3 months' subscription to the daily Herald to be mailed to:

Sgt. Peter Benton
#546313
S.M.S. 51 U.S.M.C.A.S.
Mojave, California

Yours very truly,

Jay R. Benton

Jay R. Benton
160 Congress St., Boston 10, Mass.

JRB:BCC
Enclosure

March 26, 1945

Mr. Hjalmar J. Olsen
26 Templeton Parkway
Watertown, Mass.

Dear Mr. Olsen:

Kindly see that my clock is back at my house not later than next Saturday, March 31st.

Yours very truly,

Jay P. Benton

3 Pequossette Road
Belmont 78, Mass.

JRB:BCC

Monday, March 26th 1945

For breakfast orange juice - wheat germ - Fried eggs. Spam - Iced Coffee - to the Square with Frances Another lift for Hub. Rogers - Subway - office - sent out my Easter Cards - drafted my speech for tomorrow. Out to lunch at 12.30 with Everett Lane - to the Chowder Bowl at 12 Carver St. Fish Chowder - Baked Beans. Brown Bread. Fish Cake - Apple Pie - Hot Coffee - Tommy Carew joined us - to Jordans to leave 2 films - Bought Flowers - to Dennison's & Wards for more Easter Cards - Office. Later to Lyon Carter's to leave draft of speech with him - Stayed at the office until 5.30 then walked out to Commonwealth Avenue to the Algonquin Club - Attended Dinner of the Beacon Society - Had a ride home with Thomas Digman and Dave Donahue B.U. Law 1911 - Letter later for Frances at Dennison's

ANOTHER WARM DAY FOR BOSTON

"Summer" Weather Will Continue Today

The "June-in-March" weather that prevailed yesterday with the mean temperature 12 degrees above normal, bringing out crowds that made the recreation sections take on a summer-time aspect, will continue today, the Weather Bureau said last night as it forecast fair weather and unseasonably warm temperatures.

Large crowds visited Revere and Nantasket beaches and various parks throughout the State, and there were other signs of near-summer weather, such as numerous grass fires which kept various town and city fire departments busy.

East Wind Heads Off Record Heat

Going into a tailspin when Boston's famed east wind sprang up suddenly, the mercury plummeted from a record-breaking high of 76 at 12:15 p. m. today to the 50s within an hour and and a half.

The sea breeze popped up a few minutes after the high was recorded and by 1:30 the mercury was down to 59 degrees.

The previous high for this date was 74, established in 1914.

The weather bureau staff made some quick revisions in the forecasts after the wind came up and shifted the prediction from "exceptionally warm" to some cloudiness and cooler tonight with the lowest temperature about 42 degrees.

Wednesday was expected to be fair and cool with the east wind still hanging on.

Benton to Address IBA Meeting Tonight

Jay R. Benton, former attorney-general of Massachusetts and present chairman of the Greater Boston Development Committee, will be the guest speaker tonight at a dinner at the Hotel Statler given by the New England group, Investment Bankers Association of America in honor of John Clifford Folger, national president of the association. Benton's subject will be "Action Today to Achieve the Boston of Tomorrow." Approximately 300 members and guests are expected to attend.

Tuesday, March 27 - 1945

the day started out to be very warm - no top coat even. For Breakfast Orange juice - wheat germ - Scrambled eggs with Tomat Slam. Toast - Iced Coffee - to the Square with Frances - Subway - A shine - Office - Paid at work at 10.30 am to Confer with Miss K. Jackson - then to Post office Bldg at 11. A Conference on awarding Exeter Scholarship - met at Judge Wyzanski's office - also there Cormac Benton - Donald Fields - Sue Connolly, Harold Payson of Portland - Back to the office - out at 12.30 to the Parker House "Knockers" Club - Good Attendance - Fried Scallops & Cod. Tartar Sauce - Roll and Cottage Cheese - Orange - Back to the office - Out with Alden Brett looked at Space for Boston Committee - at 80 Federal St. and 19 Congress St - Office - Real Estate - Work to 4.35 - Lyon Carter came with Miss Orr - with them I rec'd ready to the Algonquin Club - where they adjourned to 6.30 then over to the Hotel Statler - Attended dinner of the New England Group - Investment

BROWN, FIELD, McCARTHY & FIELD

ARUE BROWN
LIAS FIELD
ORACE P. MOULTON
ONALD T. FIELD
HARLES C. McCARTHY

AURICE B. LYNCH
OHN G. KHOURI
AYMOND E. BERNARD

15 STATE STREET
BOSTON 9, MASSACHUSETTS

March 23, 1945

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Co.
160 Congress Street
Boston, Mass.

My dear Jay:

This will confirm the arrangement which I made with you over the phone today through the good offices of your Mr. Lane as intermediary.

The meeting of the Exeter Scholarship trustees to select its scholarship candidate for the current year will be held in the chambers of Judge Wyzanski, Federal Building, Boston, at 11 o'clock A. M. next Tuesday.

I am glad that you are able to come and will look forward to see you at that time.

Very sincerely,

Donald T. Field

DTF/LGR

JAMES SCOBIE RECEIVES N. E. SCHOLARSHIP AWARD

Annual Award for Character, Studies, Leadership Goes to Vermont Upper

At a recent meeting in Boston of the trustees of the Phillips Exeter Academy New England Alumni Association Scholarship Fund, presided over by Judge Charles E. Wyzanski, '23, the award of their annual scholarship was made to James Scobie, an Upper, from Middlebury, Vt. The award of this scholarship is based upon proficiency in studies, character and leadership.

Scobie, son of Registrar and Mrs. Jordan R. Scobie of Middlebury College, who ranked at the top of his class in Middlebury High School before coming to Exeter, received highest honors at the end of the winter term. He is a member of the Golden Branch Debating Society, the Press Club, Les Cabotins, the Medical Discussion Group and the Vermont Club. In the Senate, he is the senior senator from Vermont.

The New England alumni trustees of this scholarship fund are Jay R. Benton, '04, of Boston, Eugene T. Connolly, '08, of Boston, Judge Charles E. Wyzanski, Jr., '23, of Cambridge, Donald T. Field, '27, of Boston, Harold C. Payson, '04, of Scarborough, Me., Dudley W. Orr, '25, of Concord, Proctor H. Page, '17, of Burlington, Vt., Bernard W. Trafford, Jr., '24, of Bloomsburg, Conn., and Robert B. Dresser, '98, of Providence, R. I.

For release April 4 and thereafter:

News from The Phillips Exeter Academy
Exeter, New Hampshire
Percy C. Rogers, Director of Public Relations
Telephone: Exeter (N.H.) 82

At a recent meeting in Boston of the trustees of The Phillips Exeter Academy New England Alumni Association Scholarship Fund, presided over by Judge Charles E. Wyzanski, Jr., '23, the award of their annual scholarship was made to James R. Scobie, an Upper Middler (third year) of Middlebury, Vermont. The award of this scholarship is based upon proficiency in studies, character and leadership.

Scobie, son of Registrar and Mrs. Jordan R. Scobie of Middlebury College, who ranked at the top of his class in Middlebury High School before coming to Exeter, received Highest Honors at the end of the winter term. He is a member of the Golden Branch Debating Society, the Press Club, the French club Les Cabotins, the Medical Discussion Group, the Vermont Club, and in the Senate he is the senior senator from Vermont. In sports, his interests lie in tennis and swimming.

The New England alumni trustees of this scholarship fund are: Jay R. Benton, '04, of Boston; Eugene T. Connolly, '08, of Boston; Judge Charles E. Wyzanski, Jr., '23, of Brookline; Donald T. Field, '27, of Boston; Harold C. Payson, '04, of Scarborough, Maine; Dudley W. Orr, '25, of Concord, N. H.; Proctor H. Page, '17, of Burlington, Vt.; Bernard W. Trafford, Jr., '24, of West Hartford, Conn.; and Robert B. Dresser, '98, of Providence, R. I.

Estabrook & Co.
Founded 1851 — 15 State Street — P.O. Box 1
Boston

March 3, 1945

Mr. Jay R. Benton
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Jay:

Thank you so much for your willingness to address the meeting of the New England Group, Investment Bankers Association of America, at the Hotel Statler on Tuesday evening, March 27th.

The social hour will commence at six o'clock and we hope to sit down to dinner at about 7 o'clock.

The meeting is to be chairmaned by Albert W. Tweedy, of the firm of H. C. Wainwright & Company, Chairman of the New England Group, and the other speaker on the program, aside from yourself, will be J. Clifford Folger, of the investment firm Folger Nolan & Co. Inc., Washington, D. C., President of the Investment Bankers Association of America.

I understand that you will speak as Chairman of the Greater Boston Development Committee and that your subject will be "Action Today to Achieve the Boston of Tomorrow".

I suggest that you and I meet after business on the 27th and proceed to the Statler together. We might even persuade the Judge to accompany us. Business dress will be worn.

Thanking you again for your kindness in this matter, I am

Very truly yours,

Lyn Carter.

LyC/O
CC Mr. A.W.Tweedy

NEW ENGLAND GROUP *of the* INVESTMENT BANKERS ASSOCIATION *of* AMERICA

EXECUTIVE COMMITTEE

ALBERT W. TWEEDY, Chairman
H. C. Wainwright & Co.

ALBERT T. ARMITAGE, Vice-Chairman
Coffin & Burr, Inc.

THOMAS WHITESIDE, Secretary-Treasurer
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Kidder, Peabody & Co.

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H. M. Payson & Co.

JOSEPH T. WALKER, JR.
Hornblower & Weeks

RRILL DARLING, Executive Secretary
Kidder, Peabody & Co.
115 Devonshire Street, Boston 1

BOSTON March 5, 1945

Jay R. Benton, Esq.
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

As Chairman of the New England Group of the Investment Bankers Association, I wish to extend our thanks to you for agreeing to speak to the Group on Tuesday evening, March 27th on the subject "Action Today to Achieve the Boston of Tomorrow." It is a matter of vital interest to us all.

Lyon has told you that the dinner will be held in the Georgian Room of the Hotel Statler at 7:00 P.M. on Tuesday, March 27th, preceded by a social hour. Mr. J. Clifford Folger, President of the Investment Bankers Association, will also be our guest on this occasion.

We look forward to a pleasant and enlightening evening.

Very sincerely,

A. W. Tweedy, Chairman

awt/l

NEW ENGLAND COUNCIL of the
INVESTMENT DEALERS ASSOCIATION of AMERICA

EXECUTIVE COMMITTEE

NEW ENGLAND GROUP *of the* INVESTMENT BANKERS ASSOCIATION *of* AMERICA

EXECUTIVE COMMITTEE

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JOSEPH T. WALKER, JR.
Hornblower & Weeks

RILL DARLING, Executive Secretary
Kidder, Peabody & Co.
15 Devonshire Street, Boston 1

BOSTON March 23, 1945

Jay R. Benton, Esq.
Boston Mutual Life Insurance Co.
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

I am enclosing an announcement of the I.B.A. dinner next Tuesday evening. Already great interest has been shown in the dinner and I feel confident that we will have an enthusiastic audience for you.

Looking forward to meeting you, I am

Sincerely yours,

A. W. Tweedy, Chairman

awt/l
enc

I am writing on behalf of the I.C.I.

I'm sure in the 21st century I won't be writing letters.

New England Group

INVESTMENT BANKERS ASSOCIATION OF AMERICA

Meeting and Dinner

TUESDAY, MARCH 27, 1945

HOTEL STATLER, BOSTON

THE NEW ENGLAND GROUP, INVESTMENT BANKERS ASSOCIATION OF AMERICA, is presenting a program on March 27th which will be of interest to every member. The schedule appears on the opposite page.

A ticket admitting one representative of your firm without charge will be sent upon request. Additional tickets may be obtained at $3.75 each. Please fill out and return the enclosed form to the Treasurer as soon as possible.

This notice is not being sent to out of town branches, so members should notify their branch office managers and obtain tickets for them.

Attendance limited to 300.

The Program

4 P.M. Business Meeting in Parlor A, Hotel Statler, to discuss the Report of the National Executive Committee dated November 29, 1944. The 37 main office members qualified to vote on this question (see list on back of this program) should be sure to have representatives at this meeting. Ballots will be distributed. Open to all members.

5:30 Cocktails.

7:00 Dinner in the Georgian Room.

Toastmaster: Albert W. Tweedy, Chairman, New England Group.

Speakers: J. Clifford Folger, President of the Investment Bankers Association of America.

and

Hon. Jay R. Benton, former Attorney General of Massachusetts, President of the Boston Mutual Life Insurance Co., and Chairman of the Greater Boston Development Committee.

Mr. Folger will report on I.B.A. activities, and Mr. Benton's subject will be "Action Today to Achieve the Boston of Tomorrow."

Informal dress. Admission to Cocktails and Dinner by ticket only.

List of New England Group I.B.A. members qualified to
on the Executive Committee's Report of November 29,

BANGOR, MAINE
Pierce, White & Drummond, Inc.

PORTLAND, MAINE
Charles H. Gilman & Co., Inc.
H. M. Payson & Co.

BOSTON, MASSACHUSETTS
Ballou, Adams & Co., Inc.
Bond & Goodwin, Inc.
Burgess & Leith
Chace, Whiteside & Warren, Inc.
Childs, Jeffries & Thorndike, Inc.
Coffin & Burr, Inc.
R. L. Day & Co.
Eaton & Howard, Inc.
Estabrook & Co.
First National Bank of Boston
Robert Hawkins & Co., Inc.
F. Brittain Kennedy & Co.
Lyons & Shafto, Inc.
Merchants National Bank, Boston
Moors & Cabot
F. S. Moseley & Co.
National Shawmut Bank, Boston
E. M. Newton & Co.
O'Connell & Co.
Paine, Webber, Jackson & Curtis
Parker Corporation
Preston, Moss & Co.
F. L. Putnam & Co., Inc.
Schirmer, Atherton & Co.
Second National Bank, Boston
Tucker, Anthony & Co.
Vance, Sanders & Co.
H. C. Wainwright & Co.
Whiting, Weeks & Stubbs

WORCESTER, MASSACHUSETTS
Adams, Mudge & Co.

MANCHESTER, NEW HAMPSHIRE
E. A. Straw, Inc.

PROVIDENCE, RHODE ISLAND
Arnold W. Jones & Co., Inc.
Miller & George

BRATTLEBORO, VERMONT
Vermont Securities, Inc.

BOSTON NEWS BUREAU

Tuesday, March 27, 1945

Of MARTS *and* MEN...

A BUSINESS MEETING AND DINNER of the New England group, Investment Bankers Association of America, will be held this late afternoon and evening at the Hotel Statler, Boston. Speakers at the dinner till be J. Clifford Folger, President of the I. B. A., and Hon. Jay R. Benton, former Attorney General of Massachusetts, President of the Boston Mutual Life Insurance Company and Chairman of the Greater Boston Development Committee. Mr. Folger will report on I. B. A. activities and Mr. Benton's subject will be, "Action Today to Achieve the Boston of Tomorrow."

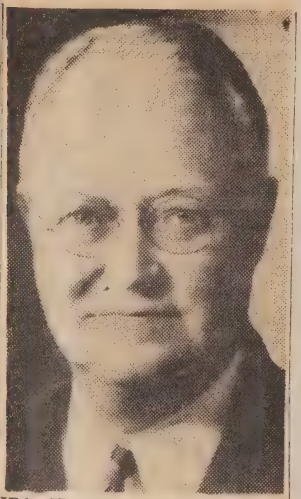
Albert W. Tweedy, Chairman of the New England group, will act as toastmaster.

—o—

HON. JAY R. BENTON, former attorney general of Massachusetts and present chairman of the Greater Boston Development Committee, will be the guest speaker tonight at a dinner at the Hotel Statler given by The New England group, Investment Bankers Association of America, in honor of John Clifford Folger, national president of the Association. Mr. Benton's subject will be "Action Today to Achieve the Boston of Tomorrow." Approximately 3000 members and guests are expected to attend.

—o—

BOSTON TRAVELER,



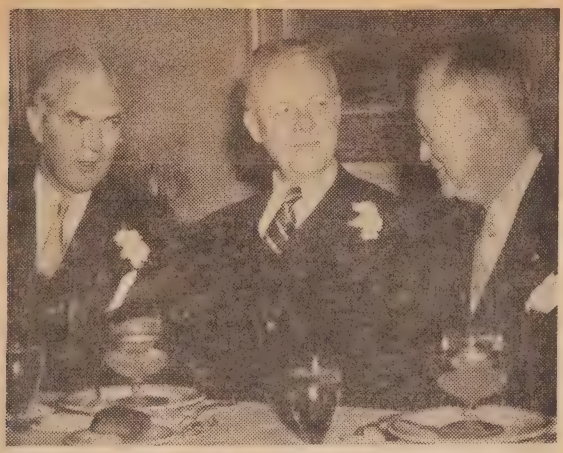
IBA SPEAKER—Jay R. Benton, former attorney-general of Massachusetts and present chairman of the Greater Boston Development Committee, who will be the guest speaker tonight at a dinner at the Hotel Statler given by the New England Group, Investment Bankers' Association of America, in honor of John C. Folger, president of the IBA.

THE CHRISTIAN SCIENCE MONITOR,

Benton to Address Investment Bankers

Hon. Jay R. Benton, former Attorney General of Massachusetts and present Chairman of the Greater Boston Development Committee, will be the guest speaker tonight at a dinner at the Hotel Statler given by The New England Group, Investment Bankers Association of America in honor of John Clifford Folger, national president of the Association.

Mr. Benton's subject will be "Action Today to Achieve the Boston of Tomorrow." Approximately 300 members and guests are expected to attend. Mr. Folger will discuss the Bretton woods monetary proposals.



BANKERS MEET—Speakers at the dinner meeting of the New England Group, Investment Bankers of America, at the Hotel Statler last night included, left to right, J. Clifford Folger of Washington, national president of the association; Albert W. Tweedy of Boston, toastmaster, and Jay R. Benton, chairman of Greater Boston Development Committee.

N. E. Industrial Future Depends on Boston Port, Benton Tells Bankers

The industrial future of democracy stands or falls on the readiness of the Port of Boston to handle enormous postwar traffic immediately upon the end of the war, Jay R. Benton, chairman of the Greater Boston Development Committee, said last night.

"These are critical days not only for Boston, but for the state and all New England," he told 30 members of the New England Group, Investment Bankers of America, at the Hotel Statler. "Unless we are ready at the war's end we will be all washed up—for merchant ships will carry world trade into and out of other ports where men have been on the ball better than we have here."

"The port is the servant of the interior," he emphasized, as he declared that some are beginning to realize that Massachusetts and New England have come to the point where they must stand as a united district, or yield their industrial supremacy. He said that everything depends on what the Legislature does with the Port Authority bill now before it.

"A strong port authority must use every effort to attract, encourage, engage and aid new shipping lines and transportation routes to be established here," he said, in stressing that modern and up-to-date port facilities must be built.

Criticizes Bretton Woods Pact

J. Clifford Folger of Washington, president of the Investment Bankers' Association of America, criticized what he called the "take or leave it" basis on which the Bretton Woods monetary proposals are being presented to Congress. He said that some proponents are almost hysterical in their insistence that the proposals be adopted without change.

"Some would have us believe that there is no middle ground, that all the good forces are on the side of the plan exactly as it is and that anyone who wants the slightest change is supect and allied with predatory interests," Folger said.

Bankers feel, he said, that conditions under which loans are to be made by the international bank should be such as to encourage constructive spending abroad. They also think that failure to participate in such an international bank would retard international cooperation.

It is from the monetary fund that they "shy away," he continued. "The fund embraces a clearing house system whereby in reality this country extends more or less automatic overdraft privileges to countries throughout the world," he declared, adding that such "open end credit" makes bankers and business men shudder.

Action on the plan should be based on deliberate analysis of "this exceedingly important commitment," he urged. "In reality it is an appropriation measure involving billions of dollars of taxpayers' money.

BOSTON NEWS BUREAU

Wednesday, March 28, 1945

Bankers Critical Of Monetary Fund

"Open End Credit" Makes Them Shudder, Says Folger Of IBA—International Bank Favored—Benton Speaks For Port Authority Bill

Criticism of what he called the "take it or leave it" basis on which the Bretton Woods world monetary proposals are being presented to Congress was voiced in Boston last night by J. Clifford Folger, president of the Investment Bankers Association of America.

A marriage of American dollars to the energies and business of other countries was proposed at Bretton Woods, the Washington investment banker said, speaking before a meeting of the New England Group of the association.

"Those countries would be less than human," he said, "if they were unaware of the American dowry which would go with the union."

In other words, he said, all the other countries are waiting to see what the United States does. "There is reason to believe," he said, "that they will consider a plan approved by Congress just as carefully as a tentative plan suggested at the conference."

Bankers are not trying to "sabotage" Bretton Woods, he insisted, adding that they realize isolationism in banking as in other things is a thing of the past.

Bank Would Encourage Constructive Spending Abroad

Bankers feel, he said, that conditions under which loans are to be made by the international bank would be such as to encourage constructive spending abroad. They also think, he added, that failure to participate in such an international bank would, on balance, retard international cooperation.

It is from the monetary fund that they "shy away", he went on. "The fund embraces a clearing house system whereby in reality this country extends more or less automatic overdraft privileges to countries throughout the world," he declared.

This "open end credit" makes bankers and business men shudder, the investment banker said.

Mr. Folger's approval of the bank took into account a possibility that this country would in the end probably put up more money than all the other 43 countries combined.

"It is conceivable," he said, "that our government would not only put up 31% of the original capital, but that our citizens would hold most of the guaranteed securities sold to provide capital for the bank."

Nevertheless, he said, the bank reflected the type of prudence and management which appeals to business men.

Action on the plan should be based on deliberate analysis of "this exceedingly important commitment," he urged. "In reality it is an appropriation measure involving billions of dollars of tax payers' money."

"The Bretton Woods bank stands up under analysis. The fund with its automatic credit does not."

"Extraordinary Coalition" Back Of Port Bill

Sharing the speaker's rostrum with Mr. Folger was Jay R. Benton, chairman of the Greater Boston Development Committee. Mr. Benton spoke in advocacy of the Great Port Authority bill filed with the legislature on January 10. He said that "an all his experience of over thirty years with legislation on Beacon

Hill, he had never seen anything comparable to the extraordinary coalition of all elements in Massachusetts who appeared to urge the enactment of the port bill."

Mr. Benton emphasized the point that "probably never before in the history of Massachusetts has there been so close and intimate a mingling of both interest and concern as between the entire state and its chief city."

"The port of Boston, because of its natural advantages," he said, "is a great seaport and no better proof is needed than that our country has made it one of their greatest ports in this war. This port of ours is not the origin or destination of the bulk of traffic carried by its water lines. It is a concentration point or gateway in sévere competition with other gateways along our coast for the shipping business. A great port such as ours is a focus of lines of communication, and this community, located at such a focus, enjoys pecular advantages.

Millions Spent On Handling Vessels

"Millions of dollars are expended in this port simply for handling the vessels in and out. Water carriers make large outlays in this community in connection with terminal operations. They pay heavily for coal to local dealers; they pay longshoremen for handling their cargoes; they buy provisions, stores, and dunnage from local merchants; they pay pilots for taking the ships in and out, and towing companies for berthing them. The millions spent for handling the vessels does not take into account the sums spent for docking and repairing them. It does not consider the value to the community of the ships' crews and their families who live here, or the clerical forces, employed on the piers and in the local freight and passenger offices, nor does it include the taxes on real property which are owned by the lines or leased and given value by steamship use. Nor does the estimate consider the hundreds of barges and other craft which supply Boston with coal and lumber; nor the lighters which are employed to tranship between land and water carriers; nor the cartage firms which transfer package freight.

"As important as the port is to Boston and our metropolitan cities and towns, it is far more valuable to Massachusetts and to New England. All eastern and northern New England interested in oversea and coastwise shipments has value and power added to it by the proximity of the Boston water terminals."

BOSTON NEWS BUREAU

IN THE MATTER of the community drive for a bigger and better Port of Boston, leaders in all walks of life in Boston have demonstrated surprising ability to pull together, according to Jay R. Benton, who spoke Tuesday night at the Investment Bankers Association dinner on his favorite subject, the Port. Mr. Benton is chairman of the Greater Boston Development Committee which has lined up behind the Port a large number of men whose reputations count for a good deal in this section. Archbishop Cushing, for example, is wholeheartedly behind the Port project and was glad not only to serve on the committee but on the executive committee as well. Joseph P. Kennedy, former ambassador to Great Britain, thinks the campaign is a splendid idea and promised his full support. In fact, he thought it should have been started 20 years ago.

After Mr. Benton had finished telling how essential a modern Port of Boston is to the prosperity of the entire New England section, a motion was unanimously carried to the effect that the New England Group of the Investment Bankers Association favored passage of the Port Authority bill pending in the Legislature, whereupon Mr. Benton, thinking fast, rose to request that the Group send its president to the State House when the committee hears the bill, to record the organization in favor.

Incidentally, the Greater Boston Development Committee has not yet secured the man it is looking for to direct the Port campaign. It is a full-time job and will require a man of large and proven executive capacity. Mr. Benton stated that the committee hopes to announce their selection soon.

COUNTY RECORDER

TEL. LAFayette 7233 — DEDham 0319-W — Dover 89-W

JAMES L. O'CONNOR, President and Treasurer

Benton Speaks On Boston Needs

Hon. Jay R. Benton, former Attorney General of Massachusetts, and now president of the Boston Mutual Life Insurance Co. and at present chairman of the



Greater Boston Development Committee, addressed the Investment Bankers' Association of America at a dinner on Tuesday evening in honor of John Clifford Folger, national president of the organization. Mr. Benton took for his subject: "Action Today to Achieve Boston of Tomorrow."

THE BELMONT (MASS.) CITIZEN

Jay Benton Speaks On Boston Development

Former Atty. Gen. Jay R. Benton of 3 Paquossette road, chairman of the Greater Boston development committee, was the guesst speaker Tuesday night at a dinner at the Hotel Statler, Boston, given by the New England Group, Investment Brokers' Association of America, in honor of John Clifford Folger, national president of the association.

Mr. Benton's subject was "Action Today to Achieve the Boston of Tomorrow."

BELMONT HERALD, FRIDAY, MARCH 30, 1945

JAY R. BENTON SPEAKER AT DINNER

Mr. Jay R. Benton of 3 Paquossette rd., former Atty. Gen-eral of Massachusetts, present chairman of the Greater Boston Development Committee was guest speaker Wednesday evening at a dinner given by the New England Group, Investment Bankers' Association of America, in honor of John C. Folger, president of the IBA, at the Statler.

NEW ENGLAND GROUP *of the* INVESTMENT BANKERS ASSOCIATION *of* AMERICA

EXECUTIVE COMMITTEE

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ALBERT T. ARMITAGE, Vice-Chairman
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H. M. Payson & Co.

JOSEPH T. WALKER, JR.
Hornblower & Weeks

ERRILL DARLING, Executive Secretary
Kidder, Peabody & Co.
115 Devonshire Street, Boston 1

BOSTON March 28, 1945

Jay R. Benton, Esq.
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

Thank you very much for the fine address you made to the New England Group of the Investment Bankers Association last evening. It was most informative and much appreciated by our members.

You made the comment that the Chairman of our Group might appear before the Legislative Committee having to do with the bill to register the support of the Group. If you will advise me when this should be done, I shall be happy to carry out the vote of the meeting, or if I am not available, arrange to have someone do it.

With kind regards,

Sincerely,

A. W. Tweedy, Chairman

awt/l

17 March, Wednesday, '45

Dear Mom + Dad –

A very short note – just short to start out on all day maneuvers in observation post work etc.

Just got all your packages and letters – they were swell – never so pleased with all my "mail calls" – thanks for the 2 Easter boxes from Washington. Please tell Kathleen I got her wonderful package and I will write her the earliest moment possible – Pictures of Leslie were great – got your letter, Mom – Everything was swell –

Met Jack Berry, "Lefty Berry's" son, again last night – went to see superb picture called "The Clock" with Judy Garland –

seeing him again Thursday evening (the
is a busy day for me) - we're going to see
"A Royal Scandal" with T. Barkhead who
is now in his father's new play, "Forbid
Him" that just opened in New York, as you
know — should prove interesting —

must go now —

Love, and thanks again

Nick

Tuesday, March 27, 1945

Dear Chandler:

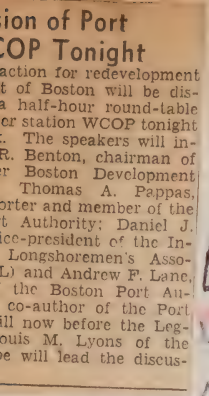
The following members, having lunch today in our Room 168 at the Parker House, took official notice of the news despatch that appeared in the Boston papers that you have been awarded the Bronze Star Medal for meritorious achievement in the performance of air liaison duties in France and that the Medal was awarded by General Jacob L. Devers Commanding General of the 6th Air Group. We are all very enthusiastic about this distinguished honor that you have won and also for the fine record you have made in the service of your country since you went overseas in January 1942 to serve in North Africa, Sicily, and France. We are proud of you.

War Bulletins

American Third Army troops have driven into the streets of Frankfurt.

Topping a day of tremendous gains on the southern end of the western front, General Patton's men have driven into Germany's ninth largest city and found it practically deserted.

Bankers. Association + Spoke +
Over at 9.45 - Raining hard -
Jr Lyon Carter's car skidding - to the
Lafayette to get Mrs. Carter - then
home in good season - +
Ired at 10.30 - Read the papers
and listened to the radio +



ion of Port
COP Tonight
action for redevelopment
t of Boston will be dis-
a half-hour round-table
er station WCOP tonight
. The speakers will in-
R. Benton, chairman of
r Boston Development
Thomas A. Pappas,
orter and member of the
t Authority; Daniel J.
ice-president of the In-
Longshoremen's Asso-
L) and Andrew F. Lane,
the Boston Port Au-
co-author of the Port
ill now before the Leg-
ouis M. Lyons of the
e will lead the discus-

V

Wednesday, March 28th 1945

Vi Bennes, Rud for breakfast orange juice wheat germ - creamed cod fish on toast - coffee. Cooler today - so the fox coat - to the Square Trancer - Subway - office - Work - Draft topics radio-tonight - at 1 to the Parker House. Luncheon ting on the Boston Port Bill - see letter herewith - chopped veal cutlet - to Toddust secured the to prints - Office - work - all afternoon - left :45 - With Moody - Mansfield - to Allston - to at GRIFFIN'S - stocked up for the "Collapse of uary" Day - Home - out on the front Porch - Coffee - Upstairs and rested - Dinner at Soup - Broiled Sea Bass - Potato Au Beurre - Cucumbers + lettuce - Rolls - Butter Milk - Cub. at 6.50 John drove me to the Square - way to the Copley Plaza - Took part in the Radio Forum on the Port - Had a hour with Tom Pappas - to Bed at 0 + Olsen, the clockmaker, Brought ck our Gold and crystal clock for the le living room mantlepiece today.

EDERIC C. CHURCH
ARLES C. HEWITT
HN W. GAHAN
EDERICK G. FARQUHAR
LLINS GRAHAM
ANLEY H. KING

BOIT, DALTON & CHURCH

INSURANCE

89 BROAD STREET
BOSTON 10

Telephone
HUBBARD 3100

File
Received - Benton
MAR 22 1945
Answered

March 21, 1945

From: Frederic C. Church

To: Messrs. Belisle, Benton, Bloomfield, Brett, Hunt, Lane, Pappas and Peterson

I have engaged a room, which will be in my name, at the Parker House Wednesday, March 28, at 1 o'clock, for luncheon.

I think it would be well if all of us could get together at that time to talk over strategy in regard to the Port legislation situation, hear complaints, and make necessary plans for whatever should be done next.

Please let me know if you can come and do try to be there.

FCC:DRM

Boston University Law School Association

There will be a meeting of the Executive Committee, at the Law School 11 Ashburton Place, Boston, Mass.

On Wednesday, March 28, 1945 at 4 P. M.

Important business will be transacted, especially

ANNUAL DINNER *IMPORTANT

Passed this wh.

EDWARD M. DANGEL
Sec. - Treas.

BOSTON NEWS BUREAU

Of MARTS *and* MEN . . .

IT IS NOT the intention of the Cowles brothers, Gardener (called "Mike" by his associates) and John, the new owners of the Boston radio station WCOP, which joins the Blue Network on June 15, to operate the station solely as a money making proposition. It is their intention to make the station a force in the development of Boston, and with this objective in view WCOP will get behind the program to to develope the Port of Boston and the Logan Airport.

When materials are available the Cowles brothers plan to erect a new transmitting station for WCOP on land acquired for that purpose in Lexington. Additional or new studio facilities will be obtained as the station moves into "big time" radio broadcasting. WCOP plans to engage in FM and television broadcasting.

John Cowles, who is president of Cowles Magazines, Inc., which publishes "Look", was asked by the writer how large a circulation the publication had. He stated it is around 2,000,000 per issue, but due to the paper situation circulation has been held back. It has the second largest circulation of any picture magazine. He thought the story about Senator Saltonstall in the current issue was very well done.

—o—

QUESTION #14: What is really being done to solve this problem confronting the Port of Boston?

Get this Bill passed! That's what's being done! The trouble in the past has been that we have had a Port Authority with no authority -- good men on it but no authority -- and no money to do with -- just chicken feed. Here we have been with insufficient facilities and these rotting and dropping into the harbor -- everybody taking an afternoon nap and progressive ports going ahead of us with leaps and bounds. Well, the alarm clock has gone off. Everybody is awake now from one end of the State to the other. There has never been anything to be compared to the extraordinary joining together of all elements in Massachusetts who marched up to Beacon Hill last week to urge the passing of this Port Bill. Republicans and Democrats, Capital and Labor, Agriculture and Industry, and leaders in City, State, and Federal Government -- all united in a great common effort -- all realizing that tomorrow may be too late.

AD TO VICTORY IS ON SUPERHIGHWAY BEING TRAVELED BY OUR HEROES



s and motor cycles of the First Army roll along near Aegidienberg, seven miles northeast of Remagen, east of the Rhine

The New York Times (U. S. Signal Corps)

RAYMOND'S

READY
THURSD
9:45 to 5:

HERE'S WHAT U'VE BEEN WAITING FER! OUR ANNUAL SALE

GROWING EASTER PLANTS WHICH CAN BE TRANSPLANTED OUTSIDE AFTER EASTER!

Easter Plants

ON SALE THURSDAY



B.



A.





C.

• FRESH!
• FRAGRANT!
• FLOURISHING!

$2.50 YOUR CHOICE

NATURAL RETAIL PRICE $3.75 to $4.50

TULIPS *Eight or more gorgeous buds or flowers. Full green leaves. A smart choice of colors.* (Pictured at D)

NATURAL RETAIL PRICE $4.00 to $4.75

ROSE BUSHES *A profusion of blossoms and a mass of healthy buds. Enjoy them in the home during Easter, transplant them afterwards outside.* (Pictured at B)

NATURAL RETAIL PRICE $3.75 to $

HYDRANGEAS *buds or blossoms. Full foliage. P purple flowers. Growing in larg* (Pictured at A)

NATURAL RETAIL PRICE $3.50 to $

JONQUILS *Twelve o buds or soms. H green foliage. Blooming in large cl* (Pictured at C)

JESS 300 POTS—EASTER

LILIES

Healthy, bright green leaves with 3 or 4 buds and blossoms.

$1.75 POT

EASY BASE.—LUGGEMOFF

CINERARIA A beautiful growing plant with a profusion of blossoms in choice of six different mixed bright colors. $1.0

MEMORANDUM

March 27, 1946

To: Messrs. Denton, Donovan, Lane, Lyons, and Pappas
From: Mr. Eugene L. Bollisle

Outline of Radio Round Table Discussion
Station W.C.O.P., 8 p.m., Wednesday, March 28
W.C.O.P. Studios, Copley Plaza Hotel, Mezzanine Floor
Near Dartmouth Street Entrance

I. Nature of Program

One half hour informal round table discussion with no prepared scripts. A list of leading questions prepared in advance will, however, be directed to participants by the discussion leader as indicated on the attached sheet.

II. Advance Information

If any of the participants, after noting the primary questions which will be directed toward them wish to obtain additional facts for use in answering these questions, please get in touch with Mr. Bollisle, Ali. 7331.

III. Participants in Broadcast

Interlocutor, Louis M. Lyons of the Boston Globe.

Discussants:

Jay B. Denton, Chairman, Greater Boston Development Committee;
Thomas A. Pappas, Boston Importer and member of present Boston Port Authority;
Daniel J. Donovan, Vice President, International Longshoreman's Association, A.F. of L.;
Andrew P. Lane, Manager of the Boston Port Authority and co-author of the Port Authority Bill now before the Massachusetts Legislature.

IV. Informal Comments

It is hoped that each participant, after noting the primary questions which will be directed to him and to other participants by Mr. Lyons, as indicated on the attached sheet, will be prepared to add informal comments with respect to any questions during the Broadcast. The whole aim of this Broadcast is to engender a good, lively, unrehearsed, discussion on a round table basis, forgetting the existence of the radio audience as far as possible. All participants will actually be seated around a table and should in all cases talk to each other rather than to the radio audience.

V. Time of Assembling

It is suggested that participants meet at the Studio at twenty minutes before 8.

W.C.O.P. Round Table Discussion

8 p.m., Wednesday, March 26

W.C.O.P. Studios, Copley Plaza Hotel, Mezzanine Floor

Near Dartmouth Street Entrance

I. Introduction of subject by Mr. Lyons.

II. Primary questions to be directed by Mr. Lyons to participants.

	Questions	Answered By
1.	What's wrong with the Port of Boston?	Mr. Lane
2.	Why hasn't the present Boston Port Authority been able to solve the problem?	Mr. Pappas
3.	Why is it important from the viewpoint of business and industry to do something now about the Port of Boston?	Mr. Benton
4.	Why is it important from the viewpoint of labor to do something about the problem?	Mr. Donovan
5.	What real opportunities does the Port of Boston have if it goes ahead with the program of development?	Mr. Lane
6.	But can Boston really catch up with and compete with other modern Atlantic Ports?	Mr. Pappas
7.	If Boston intends to meet the competition of other Ports, what steps must be taken?	Mr. Lane
8.	How can the problem of relations between labor and management be worked out to the best advantage of all concerned?	Mr. Donovan
9.	What comment would you add to this view of the problem of relations between management and labor?	Mr. Benton and Mr. Pappas

(See Next Page)

Questions	Answered By
10. What assurance is there that new facilities will be used if they are built?	Mr. Lane
11. What assurance is there that any money appropriated will be well spent?	Mr. Denton
12. In view of the criticism that has been heard from some quarters that the proposed Port Authority Bill puts the state in the position of taking over activities which should be a matter of private business, what would be the answer to that criticism?	Mr. Pappas
13. As an added comment following this question, let's take a look at what the Port of Baltimore has done.	Mr. Lyons
14. What is really being done to solve this problem confronting the Port of Boston?	Mr. Denton
15. What can the average person do to help insure this project?	Mr. Pappas

III. Concluding remarks by Mr. Lyons.

QUESTION #3: Why is it important from the viewpoint of business and industry to do something about the Port of Boston?

From my talks with hundreds of people in the past few weeks, with industrial leaders, civic leaders, ~~with~~ in all sections of the COMMUNITY ~~country~~, the man in the street, I think it is pretty well realized that the immediate improvement of the Port is of the utmost importance to every business enterprise, to every industry, and to every wage earner in Boston, in Massachusetts, and in New England ~~generally~~. The immediate improvement of the Port will be an investment which will pay big dividends in creating new jobs as well as protecting existing ones and this is important especially at the time when jobs will be the number one problem -- when this war is over. The flow of commerce is the very life blood of this section of the country. Millions of dollars are expended simply handling the vessels in and out. In normal times interior New England sent or received three tons of freight through Boston Harbor for every ton there transhipped for the Port itself and so received three-quarters of the direct advantage of every Boston steamship service for every one-quarter that Boston retained. You don't have to spend much time arguing that Massachusetts and New England have, ~~in general~~, come to the point where they must stand as a united district or yield their industrial supremacy. These are critical days and unless we are ready at the war's end, we will be all washed up. ~~The~~ merchant ships will carry world trade into and out of other ports where men have been on the ball better than we have here.

QUESTION #9: What comment would you add to the view of the problem of relations between management and labor?

I am optimistic. Labor and management are working shoulder to shoulder to secure the passage of this Port Bill. A. F. of L. and C.I.O. helped to draft this Bill. Everybody is getting acquainted and that's a great thing. When you get right down to brass tacks, the common ground between labor and management is invariably larger and more solid than the margins of disagreement. Both sides want to keep the ships and commerce here moving, since they can only lose from interruption. Both groups want stability in the future, since neither has anything to gain from working under the shadow of stoppages, strikes, and lock outs. The factors of conflict have been and will be real enough, but they always have been and always will be smaller in extent than the factors of mutual interest. There are two great principles inherent in the American way of life -- the first is competition; the second is cooperation. Both meet and merge in self-interest; the self-interest of the individual and the broader self-interest of the common good of the community. The working out of labor problems will not depend primarily on their magnitude, but will depend upon the men who do the negotiating and the spirit they bring into the Conference Room. Everybody is getting acquainted, and, brother, believe you me, that is a great thing. "One for all and all for one" is still a great slogan for us to remember.

QUESTION #11: What assurance is there that any money appropriated will be well spent

Such money as is appropriated will be spent under the direction and supervision of the 5 members of the Port Authority to be appointed by the Governor and of the Port Director. We can rely upon Governor Tobin to appoint members of the highest ability and attainments to carry out one of the greatest public undertakings we have had in years. This is going to be a big job -- it is going to take big men to do it -- and big men will see to it that the money is well spent.

OW BOATS, PLEASE

By Dahl

R MR. DAHL,
RE IS A GREATER NEED THAN EVER
THE RETURN OF THE ROW BOAT
T TO THE PUBLIC GARDEN POND....
E.D.N.



S RIGHT, E.D.N., A PUBLIC GARDEN
WITHOUT ROW BOATS IS A DISGRACE.

IT SEEMS THAT THE PUBLIC GARDEN ROW BOATS HAVE WORN OUT.



WE STILL HAVE SWAN BOATS OF COURSE BECAUSE THEY REPRODUCE.

BUT THERE SHOULD BE ROW BOATS IN THE POND FOR BOSTONIANS WHO WANT TO ROW, DRIFT, MAKE LOVE —



OR TEND THEIR LOBSTER TRAPS.

WAR IS NO EXCUSE FOR THE
ENT SITUATION. IN FACT, QUITE
REVERSE.



NFORMATION

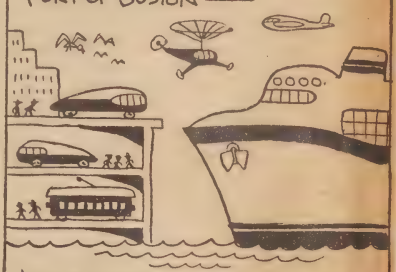
DREDS OF SAILORS ON LEAVE
LOOKING FOR ROW BOATS.

GIVEN 40 ROW BOATS WITH 14 OR 15 SAILORS IN EVERY ROW BOAT —



THERE WOULD BE MORE ROOM IN OUR TAXI CABS.

YOU HEAR ALL THESE PLANS FOR THE PORT OF BOSTON —



WHAT THE PORT OF BOSTON NEEDS IS ROW BOATS!

DAHL

Winthrop L. Chenery School
BELMONT, MASSACHUSETTS
BELMONT 2977

Vivian A. Dingley, *Principal*

March 29, 1945

Mr. J. R. Benton
3 Pequosset Road
Belmont, Massachusetts

My dear Mr. Benton:

Many years ago the Reverend Mr. Foote showed to some of us slides of early Belmont. We are told he has given the slides to the Belmont Historical Society. Could you tell us if it is possible for the schools to borrow the slides and from whom they can be obtained? We realize the value of this material and will return it within a day or two of borrowing. The best of care of the slides will be taken while they are in our possession.

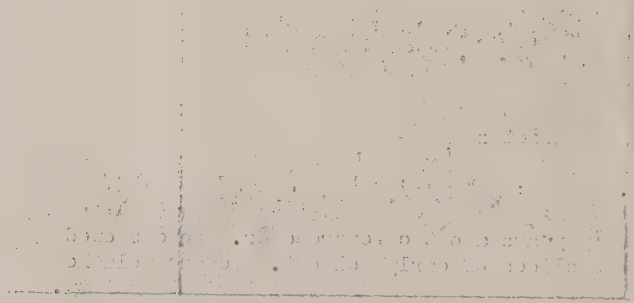
Thanking you for your attention to this matter on behalf of the boys and girls of the elementary schools of Belmont, I am,

Respectfully yours

Vivian A. Dingley

Vivian A. Dingley
Principal

vad/bfb



April 2, 1945

Miss Vivian A. Dingley, Principal
Winthrop L. Chenery School
Belmont, Massachusetts

Dear Miss Dingley:

I have your letter inquiring about the whereabouts of lantern slides of early Belmont. I think the slides used by Mr. Foote belong to Mrs. William Lyman Underwood, 73 Common Street. She was kind enough to let me use some of them for a talk a few years back. I suggest you get in touch with her.

If you do not find what you want through her, let me know and I will help you further.

Also call Miss Luard at the Library. She may have some slides.

Sincerely yours,

JRB:BCC

AYARD TUCKERMAN, JR.
ROBERT T. FORREST

ARTHUR J. ANDERSON

TELEPHONE: LAFAYETTE 5700

ROBERT J. DUNKLE, JR
JULIUS F. HALLER

O'BRION, RUSSELL & CO.

INSURANCE

108 WATER STREET
BOSTON

REPRESENTING
ATHER & COMPANY

NEW YORK OFFICE
111 BROADWAY

March 29, 1945

Jay R. Benton, Esq.,
Boston Mutual Life Ins. Co.
160 Congress Street,
Boston, 10, Massachusetts

Dear Jay:

Again many thanks. You did a swell job, as always and I think we all have a right to be pleased with the way things turned out.

Hope to see you soon.

Faithfully,

Bayard Tuckerman

BT-B

March 29, 1945

Members of Medical Division
Belmont Committee on Public Safety

I want to thank you for giving so much of your time and effort as a member of the Civilian Defense Organization of the Town of Belmont. As a result of the self-sacrificing work of the thousands of members of this organization, we were ready to minimize suffering and damage in our community in case of emergency.

The services rendered by Civilian Defense have been a distinct contribution to the home-front war effort, and were not wasted in spite of the fact that enemy action did not affect us directly.

I received a communication a few months ago from Leverett Saltonstall, then Governor of the Commonwealth and J. W. Farley, Executive Director, Massachusetts Committee on Public Safety. They wished me to convey to each member of our organization their thanks and appreciation for the job which has been done. The Board of Selectmen and all of the division chairmen of the Belmont Committee on Public Safety join me in thanking you for your part in this community effort.

The decision has been made to dispose of the 300 white blankets (60 x 84) obtained by the Town for the use of the Medical Division. These blankets will be on sale in the Gymnasium of the High School on Sunday, April 8, 1945 between 2 and 3 P.M.

Each member of the Medical Division will be allowed the opportunity of purchasing two of these blankets. If all the blankets are not sold, additional pairs will be allowed applicants. Please be on hand at 2 P.M. if you wish to purchase these blankets. The price is $4.00 each.

James Marvin Baty, M.D.
Chairman, Medical Division
Belmont Committee on Public Safety

JMB/F

HARVARD CLUB OF BOSTON
374 COMMONWEALTH AVENUE

March 22, 1945

Dear Mr. Benton:

As you know, the Lieutenant Governor and Mrs. Bradford will be the guests of the Club on Ladies' Night, Thursday, March 29, 1945. You are cordially invited to join a dinner party given in their honor by the entertainment committee. Cocktails will be served at 6:00 p.m.; dinner at 6:30 p.m. Dress will be informal. The all inclusive charge will be $3.75 per person.

Please let me know whether or not you can attend and who will be with you.

Very truly yours,

Harris H. Dadmun

Chairman Entertainment Committee

Hottest March Day on Record

March, the minx, gave Boston a flirtatious curtsy today and went into a delightful imitation of July, causing all birds in the environs to set up a symphony (the crows sang bass in a lovely manner, too), so that even her severest critics had to admit the girl has gold in her heart, once you get to know her.

All weather records went by board. The highest reading for any March day in the history of the weather bureau here, 83 on March 21, 1921, was smashed at 2:30 p. m., when the mercury hit 84.

G. Harold Noyes, government meteorologist threw caution and customary phraseology out the window. He said:

"We are on our way to busting records higher than a kite today. It wouldn't surprise me if we chalked up an 86."

Only unredeemable cynics wasted contemplation on the fact that exactly seven weeks ago, to the day, they had to fight their way through a virago of a blizzard that laid many low with chilblains.

For those who preferred to take their weather day by day, however, Miss March was nothing short of a meteorological pin-up girl. Nature unfolded gratefully in applause. Buds were straining to pop. Feathered folk ceased feathering their nests to chirp approval. Even worms poked through for a peep. And forsythia, forsooth, was anxiously trying to flower ere the day should end, particularly on its home grounds, the Forsythe Institute.

Only one untoward incident in all this benevolent manifestation was reported: a lamb, one of a large flock in North Abington, refused to gambol, taking the view the weather would probably revert to normal tomorrow, so why not wait until April? The other lambs put a hex on her and she immediately turned coal-black, fated to remain that way as a sheep forever after.

Humans celebrated the days in various ways but none with more rugged individualism than Michael Cuneo in the North End. Invigorated by the blue skies and caressing zephyrs, he seized a shovel and attacked a snow pile in an alley running between Fulton pl. and Ferry st. It was believed to be the last snow pile in the city.

"Been meaning to get at it," explained Guneo.

Ice companies reported a rush of orders, corner stores ran out of ice cream and theaters downtown turned on thei rair conditioning systems. Window display artists hurried to get straw hat on exhibition.

What actually happened to March, according to Meteorologist Noyes, who was in as poetic a mood as the next man, was "a happy blending of two currents." One was from the polar regions, rushing toward the equator. The other was hurrying northward from the Gulf of Mexico. They met. They embraced. They made the happy blending.

Noyes would not commit himself as to the weather scheduled for Easter Sunday. "It isn't in the picture yet," he said.

Friday will be fair but much cooler.

Speaking of the Weather

(On the Elevator Today)

"Whew, it's hot; probably will SNOW tomorrow."

* * *

"Gosh, I'm late, but it's no weather to rush."

* * *

"Good weather to catch pneumonia, changing clothes."

* * *

"When do we make our our vacation schedule?"

* * *

"Iced coffee for me today."

* * *

"Paper says it's going to be 85 degrees today; probably will rain instead."

* * *

"Wife and I sat out on the porch last night, and it was just like Summer, 'cept no mosquitoes."

* * *

"Gosh, me for some Winter weather; we didn't really appreciate that snow."

* * *

"Good bathing suit weather."

* * *

"And I didn't buy an Easter outfit, figuring I could wear my Winter coat."

* * *

"Spring is a lost season, this is Summer."

* * *

"O, boy, for a long tall one!"

* * *

"Now, I'll have to go on my diet. This weather wasn't made for fat people."

* * *

"Think I'll shake this rug, and put on the topcoat."

* * *

"OPA? Who wants red meat on a day like this?"

* * *

"Spring! And I'm not in luff."

Warm Weath

Heat at 86 Breaks March Records

... the mercury soared to 86.2 degrees to give Boston its hottest March day in the history of the Weather Bureau.

The temperature rose to 80 at noon, and two hours later it reached 84, shattering the previous March record of 83 on March 21, 1921.

Shortly after 4 p. m. the mercury had reached an all-time peak high of 86.2 and an hour later had tapered off only one degree, to 85.

In the North End, in the midst of the midday heat, Michael Cuneo seized a shovel and attacked a snowpile in an alley between Fulton pl. and Ferry st. —souvenir of the great blizzard which struck this city seven weeks ago, and undoubtedly the last snowpile in town.

According to figures of the Weather Bureau, the entire month of March, to date, has carried unseasonable weather averages. Temperatures have averaged 10 degrees above normal for each day, making a total of 290 degrees excess for the 29 days.

Thursday, March 29th 1945 X

It started as a warm day and continued so. Had breakfast on the front porch for the first time this Spring. Orange juice — wheat germ - Broiled Sea Bass Red Coffee. To the Square with Frances, Subway Office. At 9.45 hustled up to Raymond's with Everett Lane What a mob! What a crush! Bought a Crimson Rambler and a Hydrangea. Office - the crew went over To clip coupons. I audited submitted Bills of the Boston Committee. At 12.30 out to lunch with Everett Lane - to the "Tom House" on Warrenton St. Minestrone - Cold sliced Corn Beef & Lettuce Creamed Celery. Escalloped Tomato. Roll - Apple Pie. Hot Coffee. Back to the office - More work. Getting very hot. At 3.30 had a meeting of the Paper Treasures Committee - Dan Coyne, Carl Spence Pres. Home Savings Bank, Maynard Harris, V.P. New England Trust Co - Ralph Eastman State St. Trust Co - Fred Church, Alden Brett, Nicholas Peterson, and Eugene Belisle - a strenuous time.

Over at 4.30 left at 4.45 - With Moody, Mansfield and Leary - hogging the 2 Plants, a Bag of Rolls from Cobb, Bates, & Yerxa, an armful of newspapers, etc - to Allston their home. Out on the front Porch - Iced Coffee - Girls out. France - Cooking - Dinner on the front Porch. Jellied Consommé - Roast Beef, escalloped with macaroni - Bulkie Rolls, Asparagus Vinagrette - Milk. Little Apple Pie. Upstairs at 7.30 Mary in tonight.

July in March . . . . By Norbert Quinn



March 23, 1945

Daniel J. Lyne, Esq.
75 Federal Street
Boston, Mass.

Dear Dan:

There will be an important meeting of the Budget Committee to consider the Budget and Pending Bills at my office, 160 Congress Street, next Thursday, March 29th at 3 P. M.

Sincerely yours,

Jay P. Benton

JRB:BCC



March 30, 1945

Dear Mom and Dad,

The rain has really come to this place in the last two weeks. Last weekend we went deep into the mountains and although it rained or snowed most of the time, it was a swell trip. Our new Communications officer is tops and we got out almost a day before our pass started. That gave us about five days. If I was on the Eastern coast I'd surely come home at least once a month.

The pictures and all the news about the trip, the baby, and the Proctor family arrived in the middle of the week. I'm so glad that Dave is home now. It certainly couldn't have been any more beautiful, war or no war. This is a real Easter for all at home, indeed. I wish

Jim could be there, too, but it won't be too long now. It can't be in Europe. I copy so much about the 16th armored that I know they're right smack in front of the whole works.

I'm going to send some of my things home next week so just put them away till I get back. It is mostly marine clothing and junk collected from coast to coast.

The day was pretty quiet for me. I couldn't go to church because we haven't any Chaplain but I was quiet as every Good Friday.

I'll send you some cigarettes next week. I have eight cartons saved for you so as soon as I can make a carton I'll send them.

Happy Easter, Everyone.

Love
Peter

March 30, 1945

Dog License Dept.
Town Hall
Belmont 78, Mass.

Gentlemen:

Kindly find enclosed check for $2.00 for renewal of license for dog named "Curly". All details same as last year, except age.

Yours truly,

J. R. Robertson

3 Pequossette Road
Belmont 78, Mass.

JRB:BCC
Enclosure

March 30, 1945

The Eastern Company
620 Memorial Drive
Cambridge, Mass.

Gentlemen:

I write to inquire if the motor to my Kelvinator is nearly ready. The early hot spell has called attention to the need of it.

You will recall you had repaired it and re-installed it about January 25th, but something went wrong the first day and you came right wway to fix it up again.

Yours very truly,

Joseph R. Benton

---

3 Pequossette Road
Belmont 78, Mass.

JRB:BCC

March 30, 1945

Miss Smith, Secretary to
Mr. Judson Rea Butler
Alumni Secretary - Boston University
178 Newbury Street
Boston, Massachusetts

Dear Miss Smith:

In answer to your telephone calls, I would like to drop out as Vice President if it will not cause too much inconvenience to your work now. I am terrifically busy and it is quite difficult to attend the various meetings of organizations and associations I am expected to be at.

Understanding that I will probably be unable to attend all meetings, you do whatever you think best.

Yours very truly,

Joseph P. Braun

JRB:RCC

Friday, March 30, 1945

War Bulletins

Allied Troops Deeper Into Germany

The jaws of a great Allied pincers are closing on the Ruhr Valley as General Eisenhower's victory offensive sweeps on.

The American First Army has speared northward in a 40-mile thrust towards the back door to the Ruhr.

March Lion Tamed by Heat, To Exit Mid Spring Blossoms

Following yesterday's broiling temperature which set all-time high records from Albany, N. Y., to the east coast, the temperature declined today to a maximum of 65 degrees. It was expected to drop to 46 tonight and to rise again tomorrow to the middle 60's.

With no distant meteorological lions' roars sounding in the office of the Boston Weather Bureau today, it looked as if March was going to go out, as it came in, "like a lamb"—and a warm lamb at that.

Senior Meteorologist G. Harold Noyes would risk no recriminations over possible weather-damaged Easter finery by definitely predicting "fair" for Sunday, but he did go so far as to say that "there was no particularly stormy weather in sight," and that temperatures would continue above normal.

Mr. Noyes was far from secretive about the Bureau's past records, however. Having predicted yesterday morning that new heat records for March would be set, and then having watched the official thermometer climb up to 86, three degrees above the highest mark for any day in any March, he was gratified. "We've been getting lots of bumps and bruises for forecasts made in February," he remarked, "so I'd like to have you know that we hit the nail right on the head yesterday!"

Looking further back into the Bureau's records, the Senior Meteorologist unearthed some general Easter facts. It seems that between 1880 and 1944 it has only rained on four Easter Sundays and snowed very, very lightly on four others. Thirty-five Easters have been cloudy or partly cloudy and all the rest have been clear. Easter has fallen on dates all the way between Marsh 23 and April 25, and temperatures have varied from 13 to 80 degrees.

The current early heat wave, it appears, started on Washington's Birthday, since when an excess of temperature above normal has piled up a 354 degree total. Referring to the rather little understood "degree day" system of estimating fuel needs, Mr. Noyes showed that this excess temperature means that two thirds of the normal amount of fuel used in March, should have been saved this year.

Normally, about seven inches of snow falls in March, but this time the total up to today was only half an inch. Total precipitation was 1.79 inches, which is just about half the normal for March.

The Bureau's forecast was: "Fair and cooler today and tonight, with the highest temperature about 64 and the lowest tonight about 46. Saturday fair, with little temperature change."

Friday, March 30 1945

much cooler today. Up at the regular time - for breakfast - orange juice - wheat germ - scrambled eggs & mushrooms - Hard Roll - Iced Coffee - to the Square with Frances - Subway office - Work. Jane not in. Home ill - W.E. Havard in re Hill Estate - Alden C. Brett in and we looked at 185 Devonshire St. for Boston Headquarters - Back to the office - Worked to 1.15 then out for lunch. to Patten's on Court St. Breaded Veal Cutlets - Brussel Sprouts - Johnny Cake. Fruit cup Hot Coffee - to Bromfield St. then Bigelow's for Birthday cards for John, David & Leslie - to Iver Johnson's for a 620 film & Office. Paid a lot of Bills - to Ward's then Demerit's to get a Wedding Anniversary card to send David and Jeanne - Back to the

Office. Left at 4.15 with Moody, Mansfield and Leary. Left Ned at his doctor's at 10.11 Beacon St. Thence to Belmont and Home. Sat on the front Porch for a while. Had iced coffee — Dinner at 6-30 — Soup. Broiled Schrood - Stuffed Potato - New Cabbage - Lettuce Salad. Hard Roll - Milk — Honeydew Melon Balls. Upstairs at 7.10 +

DAMAGE IN HUB BY LIGHTNING

Thunder and lightning storms of varying intensity and brief duration swept over New England last night as the unseasonable weather continued, and damage by lightning bolts was reported in various sections of Greater Boston.

Easter to Smile on Your New Hat, Says Forecaster

"Happy Easter to everyone," said the Weather Man, "and as my present I'm promising that today there may be rain but tomorrow, Easter Sunday, your wife, mother or girl friend will be able to show off her new hat and wear that snappy new suit without a coat hiding it."

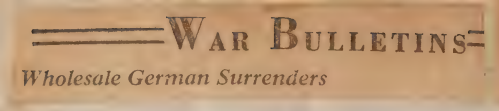
The Weather Man believes today will have some cloudiness with temperatures in the middle 50s. "Cool and comfortable," he says.

Easter Sunday will be a great day, according to his forecast, with ideal conditions for a stroll down the avenue in the Easter parade.

Because of the unseasonably warm weather the Revere Chamber of Commerce announces that more than two-thirds of concessions along the Revere boulevard will be open Sunday.

Saturday, March 31st 1945

Overcast today - Slept late - Breakfast thought at uh by Jane at 8.30 Orange juice - wheat germ - Broiled Schrod - Hard Roll. Iced Coffee Got caught up on my diary from 9.45 to 11 did 2 weeks Testing. Then shaved and dressed. With John in the car to Harvard Square. Shopped. to the Greeks - nuts at Kenbo. to Woolworth's for table decorations + also for diary taken but none to be had. to McKenna's for "Easter Parade" record - but none to be had. to Sage's for a dozen butter rolls + and 2 Bags of candy — to Ryan's for an Easter Lily for Mother - John went to Griffin's and the Big Bear. then we went on to the Arsenal for a Big cake of Ice. Next stop the School St. Drugstore for a "Citizen" - then to Mother's to give her the Easter Lily - Home. By five large Bouquet of Spring flowers had arrived from David, Jeanne & Leslie - the Heartfelt


WAR BULLETINS
Wholesale German Surrenders

One of the greatest mass surrenders of the war is on. The beaten troops of the German armies on the west front are laying down their arms by the thousands. Americ G-I's following in the wake of First and Third Army tanks herding them in long columns back across the Rhine.

is lined with Easter cards —
Lent ended at noon - so it
was a Chesterfield and a
Scotch highball for me — at
Frances, John & I had lunch
together - Swordfish - Potato au
Beurre - Cucumber & Lettuce salad —
Butter Rolls. Rye Bread & Liederkranz
Cheese. Milk - Honeydew Melon
Balls - Rested to 5 +
Pr 2nd Frances & I went down with John
To Ash St. Cambridge near Memorial
Drive — to Thelma Harlow and Nan Nortons
Apartment - A Cocktail Party - A
combination of Birthdays - John's Monday.
Helen Jameson's today - Frank Harlow's
(Grampa) Monday - Many presents backs forth —
Also there were Mary, Barbara Jameson, Betty Bacon -
Frances & I went home at 6.45 - Dinner together -
Roast Lamb - Creamed Potatoes.
To Bed early - Frances down for a
snuggle - First Thunderstorm of the
year and Lenty close -

Insurance Goes Over Top in Red Cross Drive

The insurance fraternity of Boston has again demonstrated its willingness to cooperate in the support of efforts pertaining to the public and civic interests. In the Metropolitan Boston Red Cross war fund drive for 1945, the insurance business maintained its record, and every division within the business attained its quota.

The insurance drive was conducted under the chairmanship of Bayard Tuckerman, Jr., and the vice chairmanship of Arthur D. Cronin.

The following insurance divisional results were obtained:

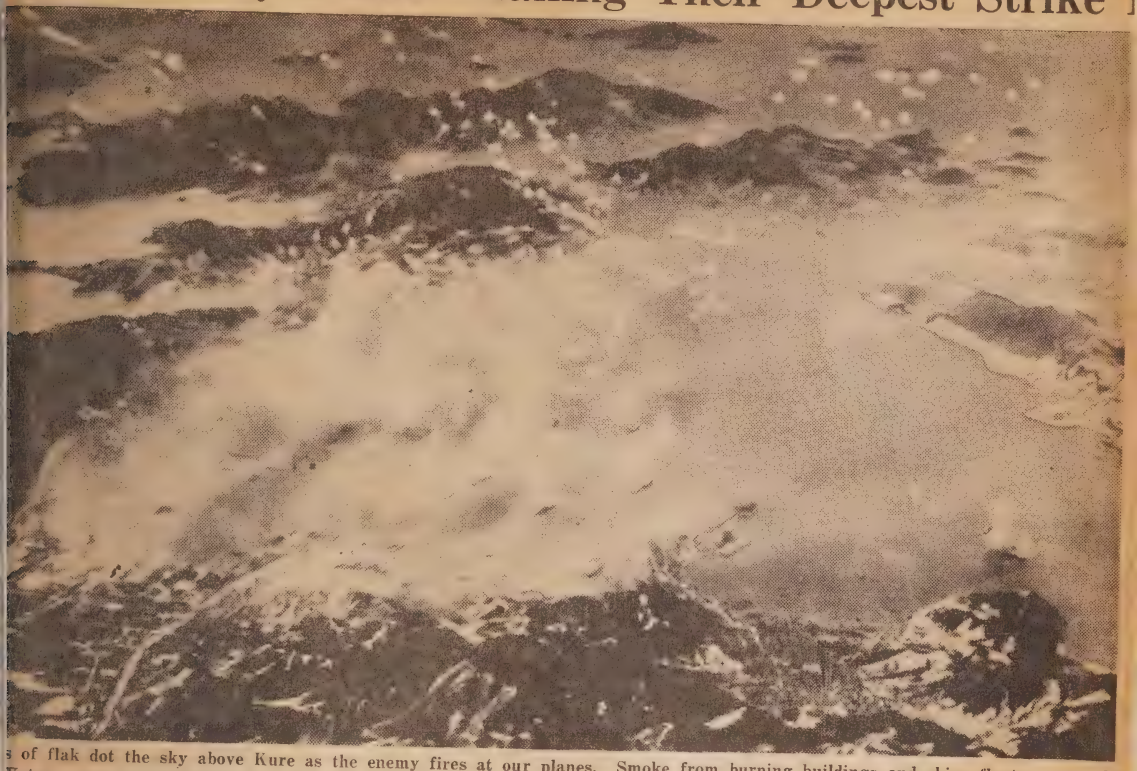
Life underwriters, $6,300 quota, $7,507 contribution; fire underwriters, $19,350 quota, $20,378 contribution; stock casualty companies, $25,750 quota, $27,373 contribution; casualty underwriters, $2,800 quota, $2,902 contribution; mutual fire companies, $4,000 quota, $4,072 contribution; mutual casualty companies, $21,000 quota, $21,272 contribution; stock fire companies, $5,800 quota, $5,813 contribution; life companies, $47,500 quota, $70,116 contribution.

The overall result was 120.3% of the quota with the life company division attaining a 147.6% quota figure. While each division made its quota the figures in excess of the quota were largely attributable to a handsome increase over last year by the John Hancock Mutual Life Insurance Co. and its employees, whose contribution was more than twice the sum contributed to the 1944 drive.

Chairman Tuckerman and Vice Chairman Cronin express grateful appreciation to the following group chairmen for their untiring efforts in attaining and surpassing the goal:

Harold P. Cooley, life underwriters; Robert Clark, fire underwriters; Harold T. Young, stock casualty companies; George L. Pumphret, casualty underwriters; Raymond C. Baker, mutual fire companies; Louis O. Barrows, mutual casualty companies; J. Louis Ivison, stock fire companies; Jay R. Benton, life companies.

nerican Navy Planes Making Their Deepest Strike I



s of flak dot the sky above Kure as the enemy fires at our planes. Smoke from burning buildings and ships floats across the Water geysers are seen from bombs hitting near Japanese ships.

JAPANESE NAVAL BASE IN THE INLAND SEA ATTACKED BY PLAN



Smoke pours from enemy battleship (left, center), from waterfront buildings (lower left), other war vessels (above a battleship) and from craft close to the beach (right, center), but a hospital ship is unharmed as United States Navy airer the harbor at Kure.

Associated Press Wirephoto (

WELLS BINDERY
WALTHAM, MASS.
JAN. 1946